NACOmatic

Effective: 26-Aug-2010
Expires: 23-Sep-2010



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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AMES, IA	
AMES MUNI	**RNAV (GPS) Rwy 1**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 19
	RNAV (GPS) Rwy 31
NA when local weather not available.	
ANKENY, IA	
ANKENY RGNL	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 36
NA when local weather not available.	
ATLANTIC, IA	
ATLANTIC MUNI	**RNAV (GPS) Rwy 2**
	RNAV (GPS) Rwy 20
Category D, 800-2½.	
NA when local weather not available.	
BRANSON, MO	
BRANSON	**RNAV (GPS) Rwy 14**[1]
	RNAV (GPS) Rwy 32[2]
NA when local weather not available.	
[1]Category C, 800-2¼; Category D, 800-2½.	
[2]Category D, 800-2¼.	
BURLINGTON, IA	
SOUTHEAST IOWA RGNL	**ILS or LOC Rwy 36**[1]
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 36
	VOR/DME Rwy 12
	VOR Rwy 30
NA when local weather not available.	
[1]ILS,LOC, Category D, 800-2¼.	

NAME	ALTERNATE MINIMUMS
CAPE GIRARDEAU, MO	
CAPE GIRARDEAU RGNL	**ILS or LOC Rwy 10**[12]
	LOC/DME BC Rwy 28[1]
	RNAV (GPS) Rwy 10[1]
	RNAV (GPS) Rwy 28[13]
[1]NA when local weather not available.	
[2]ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.	
[3]Categories A,B,C,D, 900-2¼.	
CEDAR RAPIDS, IA	
THE EASTERN IOWA	**ILS or LOC Rwy 9**[1]
	ILS or LOC Rwy 27[1]
	RNAV (GPS) Rwy 8
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 26
	RNAV (GPS) Rwy 27
	VOR Rwy 26
	VOR Rwy 27
	VOR/DME Rwy 8
NA when local weather not available.	
[1]NA when control tower closed.	
CENTERVILLE, IA	
CENTERVILLE MUNI	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
CHARITON, IA	
CHARITON MUNI	**RNAV (GPS) Rwy 10**
	RNAV (GPS) Rwy 17
NA when local weather not available.	
CHARLES CITY, IA	
NORTHEAST IOWA RGNL	**LOC Rwy 12**
	NDB Rwy 12
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
NA when local weather not available.	

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NAME ALTERNATE MINIMUMS

CHEROKEE, IA

CHEROKEE
COUNTY RGNL ..... **RNAV (GPS) Y Rwy 36**
RNAV (GPS) Z Rwy 36[1]
NA when local weather not available.
[1]Categories A, B, 800-2¼.

CLARINDA, IA

SCHENCK FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

CLARION, IA

CLARION MUNI ..... **NDB Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

CLINTON, IA

CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR Rwy 3
NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2[1]**
LOC/DME BC Rwy 20[1]
VOR Rwy 13[2]
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL
BLUFFS MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CRESTON, IA

CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) RWY 33
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

DECORAH, IA

DECORAH MUNI ..... **RNAV (GPS) Rwy 29**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DES MOINES, IA

DES MOINES INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 13[1]
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 23[3]
[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA

DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13[1]
VOR Rwy 31[1]
VOR Rwy 36
NA when local weather not available.
[1]Category D, 800-2¼.

ESTHERVILLE, IA

ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

FOREST CITY, IA

FOREST CITY MUNI ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

FORT DODGE, IA

FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
NDB Rwy 32[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[1]
VOR Rwy 32[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

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NAME ALTERNATE MINIMUMS

GRINNELL, IA
GRINNELL RGNL ..... **NDB Rwy 13**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31
NA when local weather not available.

HARRISONVILLE, MO
LAWRENCE
SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

IOWA CITY, IA
IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 30
VOR-A
NA when local weather not available.

IOWA FALLS, IA
IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

JEFFERSON CITY, MO
JEFFERSON CITY
MEMORIAL ..... **ILS or LOC Rwy 30[123]**
NDB Rwy 12[14]
RNAV (GPS) Rwy 12[35]
RNAV (GPS) Rwy 30[35]
[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

JOPLIN, MO
JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
ILS or LOC/NDB Rwy 13
NA when control tower closed.

KAISER/LAKE OZARK, MO
LEE C. FINE MEMORIAL .. **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3
NA when local weather not available.

NAME ALTERNATE MINIMUMS

KANSAS CITY, MO
CHARLES B. WHEELER
DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
ILS or LOC Rwy 19[2]
NDB Rwy 19[3]
RNAV (GPS) Rwy 3[4]
RNAV (GPS) Rwy 21[5]
VOR Rwy 19
VOR Rwy 21[5]
NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

KEOKUK, IA
KEOKUK MUNI ..... **NDB Rwy 14**
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32
NA when local weather not available.

KIRKSVILLE, MO
KIRKSVILLE RGNL ... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B
NA when local weather not available.

KNOXVILLE, IA
KNOXVILLE MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

LE MARS, IA
LE MARS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME Rwy 36[1]
NA when local weather not available.
[1]Categories A,B, 900-2.

LEE'S SUMMIT, MO
LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

MASON CITY, IA
MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 6[2,3]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[4]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

OTTUMWA, IA

OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31
NA when local weather not available.

PELLA, IA

PELLA MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI ... **RNAV (GPS) Rwy 18**[1]
RNAV (GPS) Rwy 36[1]
SDF Rwy 36[2]
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

RED OAK, IA

RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18
NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST. JOSEPH, MO

ROSECRANS
MEMORIAL ..... **ILS or LOC Rwy 35**[1,2]
LOC BC Rwy 17[1,3]
RADAR-1[4]
VOR or TACAN Rwy 17[5]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.

ST. LOUIS, MO

LAMBERT-
ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS ..... **ILS or LOC Rwy 8R**[1,3]
ILS or LOC Rwy 26L[2,4]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[1,5]
RNAV (GPS) Rwy 26L[1,5]
RNAV (GPS) Rwy 26R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

SHELDON, IA

SHELDON MUNI ..... **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15[1]
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 800-2¼.

SHENANDOAH, IA

SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
NDB Rwy 4
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 31[3]
NDB Rwy 35[4]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[25]
VOR/DME or TACAN Rwy 13[25]
VOR or TACAN Rwy 31[25]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

SPENCER, IA

SPENCER MUNI ..... **RNAV (GPS) Rwy 12[12]**
RNAV (GPS) Rwy 18[12]
RNAV (GPS) Rwy 30[12]
RNAV (GPS) Rwy 36[12]
VOR Rwy 12[12]
VOR Rwy 30[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼, Category D, 800-2½.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20[1]
VOR/DME or TACAN Rwy 2[2]
VOR or TACAN Rwy 20[2]

[1]NA when local weather not available.
[2]Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR-A

Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12[1]**
LOC BC Rwy 30
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.
[1]ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI .... **RNAV (GPS) Rwy 32**

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

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ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA) ELEV **826**

ROSECRANS MEMORIAL

RADAR - 120.35 360.8

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17		ABCDE	**1026**-¾	200	(200-¾)				
ASR	35		ABC	**1200**-1	386	(400-1)	DE	**1200**-1¼	386	(400-1¼)
	17		AB	**1340**-1	514	(600-1)	C	**1340**-1½	514	(600-1½)
			DE	**1340**-1¾	514	(600-1¾)				
CIRCLING			AB	**1400**-1	574	(600-1)	C	**1400**-1½	574	(600-1½)
			D	**1500**-2¼	674	(700-2¼)	E	**1760**-3	934	(1000-3)

When ST Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL),

(Knob Noster), MO (Amdt 1, 10238 USAF) ELEV **870**

RADAR[1 2] **- (E)** 125.1 284.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1[4]		AB	**1260**/24	423	(400-½)
			CDE	**1260**/40	423	(400-¾)
	19[3]		AB	**1260**/24	390	(400-½)
			CDE	**1260**/35	390	(400-$^{5}/_{8}$)
CIR[5]	1-19		AB	**1340**-1	470	(500-1)
			C	**1340**-1½	470	(500-1½)
			D	**1420**-2	550	(600-2)
			E	**1460**-2	590	(600-2)

[1]Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat, 1400-2300Z++ Sat-Sun; clsd hol. [2] ASR MP 0700-1300Z++ Mon and Tue. [3]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to $1^{1}/_{8}$ miles. [4]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles. [5]Circling not authorized W of Rwy 1-19. [6]Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

26 AUG 2010 to 23 SEP 2010
26 AUG 2010 to 23 SEP 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)
AMDT 3 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)
AMDT 3 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

NAME	TAKE-OFF MINIMUMS

AMES, IA

AMES MUNI (AMW)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13,** climb heading 133° to 2800 before turning right. **Rwy 19,** climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31,** climb heading 313° to 1500 before proceeding on course.
NOTE: **Rwy 1,** trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13,** trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19,** trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31,** trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

ANKENY, IA
ANKENY RGNL (IKV)
ORIG 96004 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

ATLANTIC, IA
ATLANTIC MUNI (AIO)
AMDT 6A 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.
NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA
AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO
JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA
BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO
BOLIVAR MUNI (M17)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO
JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO
BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA
SOUTHEAST IOWA RGNL (BRL)
AMDT 1 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

CABOOL, MO
CABOOL MEMORIAL (TVB)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO
CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)
NOTE: **Rwy 17,** trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35,** trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO
CAMDENTON MEMORIAL (H21)
ORIG 84131 (FAA)
TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20,** 300-1 or std. with a min. climb rate of 265' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28,** climb heading 280° to 1000 before turning northbound.
NOTE: **Rwy 2,** tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10,** trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20,** trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA
ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

CARUTHERSVILLE, MO
CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.
NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CASSVILLE, MO
CASSVILLE MUNI (94K)
ORIG 10154 (FAA)
NOTE: **Rwy 9,** tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Powerlines 1530' from DER, on centerline, 75' AGL/1544' MSL.

CEDAR RAPIDS, IA
THE EASTERN IOWA (CID)
AMDT 3 10154 (FAA)
NOTE: **Rwy 8,** plane on taxiway, 8' from DER, 427' left and right of centerline, up to 45' AGL/905' MSL. Windsocks 451' from DER, 186' right of centerline, up to 15' AGL/878' MSL. Buildings 891' from DER, 317' left of centerline, up to 46' AGL/905' MSL. Trees 1350' from DER, 203' left of centerline, up to 100' AGL/898' MSL. **Rwy 13,** vehicle on road, 961' from DER, 709' left of centerline, 15' AGL/874' MSL. **Rwy 26,** fence 598' from DER, 420' right of centerline, 10' AGL/872' MSL. Poles beginning 1338' from DER, 200' right of centerline, up to 29' AGL/895' MSL. **Rwy 31,** vehicles on road beginning 28' from DER, left to right of centerline, up to 17' AGL/876' MSL, tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA
CENTERVILLE MUNI (TVK)
ORIG 10154 (FAA)
NOTE: **Rwy 16,** trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.

CHARITON, IA
CHARITON MUNI (CNC)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA
NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA
CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** NA-environmental. **Rwy 36,** 300-1¼ or std. w/ min. climb of 373' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.
NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO
CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA
SCHENCK FIELD (ICL)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 020° to 1700 before turning left.
NOTE: **Rwy 2,** trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. **Rwy 20,** trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57' AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005' MSL.

CLARION, IA
CLARION MUNI (CAV)
AMDT 1 10042 (FAA)
NOTE: **Rwy 14,** tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32,** trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA
CLINTON MUNI (CWI)
AMDT 1 10126 (FAA)
NOTE: **Rwy 3,** trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21,** tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32,** vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

COLUMBIA, MO
COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA- Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA
ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

CRESTON, IA
CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO
CUBA MUNI (UBX)
AMDT 1 83062 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA
DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA
DES MOINES INTL (DSM)
AMDT 10 03135 (FAA)
NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO
DEXTER MUNI (DXE)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.
NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA
DUBUQUE RGNL (DBQ)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA
EAGLE GROVE MUNI (EAG)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-Enviromental.
NOTE: **Rwy 13,** vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA
EMMETSBURG MUNI (EGQ)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35,** NA-Enviromental.
NOTE: Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31,** trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO
EXCELSIOR SPRINGS MEMORIAL (3EX)
ORIG 80360 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA
FAIRFIELD MUNI (FFL)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

FARMINGTON, MO
FARMINGTON RGNL (FAM)
AMDT 1 82273 (FAA)
DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO
FESTUS MEMORIAL (FES)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA
FOREST CITY MUNI (FXY)
AMDT 2 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 332° to 1800 before turning right.
NOTE: **Rwy 9,** trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15,** trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27,** train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33,** vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.
NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO
FREDERICKTOWN RGNL (H88)
ORIG 85213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

ORIG 10126 (FAA)

NOTE: **Rwy 18,** vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36,** tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA

HAMPTON MUNI (HPT)

AMDT 3 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

HANNIBAL, MO

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA

HARLAN MUNI (HNR)

ORIG 90179 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33,** 300-1.

HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

ORIG 06271 (FAA)

NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)

AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

26 AUG 2010 to 23 SEP 2010

IOWA CITY, IA

IOWA CITY MUNI (IOW)
AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)
ORIG 09071 (FAA)

NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)
AMDT 2 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-2.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)
AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)
AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

26 AUG 2010 to 23 SEP 2010

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)
AMDT 1 06271 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2 ¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)
ORIG 05300 (FAA)

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)

NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)
ORIG 06271 (FAA)

NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.

NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA
KNOXVILLE (OXV)
ORIG 10098 (FAA)
NOTE: **Rwy 15,** vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33,** trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO
LAMAR MUNI (LLU)
ORIG 08101 (FAA)
NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA
LE MARS MUNI (LRJ)
AMDT 1A 07283 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.
NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEBANON, MO
FLOYD W JONES LEBANON (LBO)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.
NOTE: **Rwy 18,** multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36,** multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

LEE'S SUMMIT, MO
LEE'S SUMMIT MUNI (LXT)
ORIG 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO
LEXINGTON MUNI (4K3)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO
MALDEN RGNL (MAW)
ORIG 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.
NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA
JAMES G. WHITING MEMORIAL FIELD (MEY)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20,** 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1700 before turning left. **Rwy 20,** climb heading 199° to 1700 before turning left.
NOTE: **Rwy 2,** tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA
MAQUOKETA MUNI (OQW)
AMDT 1 10154 (FAA)
NOTE: **Rwy 15,** terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33,** multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

MARSHALL, MO
MARSHALL MEMORIAL MUNI (MHL)
ORIG 05356 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.
NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO
NORTHWEST MISSOURI RGNL (EVU)
AMDT 3 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.
NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO
MEXICO MEMORIAL (MYJ)
ORIG 04050 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.
DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.
NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA
FULLER (4D8)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2.
DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

MONETT, MO
MONETT MUNI (HFJ)
ORIG 07018 (FAA)
NOTE: **Rwy 18,** multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36,** multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

MONTICELLO, IA
MONTICELLO RGNL (MXO)
AMDT 4 01361 (FAA)
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO
LEWIS COUNTY RGNL (6M6)
ORIG 06271 (FAA)
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA
MOUNT PLEASANT MUNI (MPZ)
AMDT 1 99026 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** 300-1. **Rwy 33,** 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO
MOUNTAIN GROVE MEMORIAL (1MO)
AMDT 1 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 2100 before turning right.
NOTE: **Rwy 8,** trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26,** trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO
MOUNTAIN VIEW (MNF)
AMDT 3 93007 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA
MUSCATINE MUNI (MUT)
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO
NEOSHO HUGH ROBINSON (EOS)
ORIG 07130 (FAA)
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO
COUNTY MEMORIAL (EIW)
AMDT 1 83132 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA
NEWTON MUNI (TNU)
ORIG 07074 (FAA)
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA
OELWEIN MUNI (OLZ)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA
ORANGE CITY MUNI (ORC)
ORIG 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH (K15)
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13,** pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA
PERRY MUNI (PRO)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

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PERRYVILLE, MO
PERRYVILLE MUNI (K02)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER. **Rwy 20,** 400-2½ or std. w/ min. climb of 300' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1200 before proceeding on course. **Rwy 20,** climb heading 197° to 900 before turning left.
NOTE: **Rwy 2,** vehicles on road beginning 3' from DER, 480' right of centerline, up to 15' AGL/384' MSL. Tree 324' from DER, 458' right of centerline, 75' AGL/379' MSL. Tree 412' from DER, 89' left of centerline, 75' AGL/381' MSL. Trees beginning 2.1 NM from DER, 2560' right of centerline, up to 75' AGL/714' MSL. **Rwy 20,** vehicles on road beginning 483' from DER, 577' left of centerline, up to 15' AGL/386' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 75' AGL/714' MSL.

POCAHONTAS, IA
POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

POINT LOOKOUT, MO
M. GRAHAM CLARK-TANEY COUNTY (PLK)
DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI (POF)
AMDT 1 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO
WASHINGTON COUNTY (8WC)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.
NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA
RED OAK MUNI (RDK)
TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA
ROCK RAPIDS MUNI (RRQ)
ORIG 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

ROLLA, MO
ROLLA DOWNTOWN (K07)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.
NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

SAC CITY, IA
SAC CITY MUNI (SKI)
ORIG 10154 (FAA)
NOTE: **Rwy 18,** trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL. **Rwy 32,** vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36,** vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

ST. CHARLES, MO
ST. CHARLES COUNTY SMARTT (SET)
AMDT 2 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.
NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO
ROSECRANS MEMORIAL (STJ)
AMDT 6 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.
NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL)
AMDT 1 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24,** 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L,** 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R,** 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction
light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11,** control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L,** multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL (CON'T)

Rwy 12R, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24,** multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L,** road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R,** obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

SPIRIT OF ST. LOUIS (SUS)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 700-1 or std. w/ min. climb of 364' per NM to 800.**Rwy 26L,** 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L,** obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R,** antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L,** trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

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SEDALIA, MO

SEDALIA MEMORIAL (DMO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)

NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI (SOY)
AMDT 2 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 174° to 2000 before turning east.

NOTE: **Rwy 18,** trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36,** trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPENCER, IA

SPENCER MUNI (SPW)
ORIG 10154 (FAA)

NOTE: **Rwy 12,** ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL.**Rwy 18,** vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUV)
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA
MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 288° to 1900 before proceeding on course.
NOTE: **Rwy 11,** tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29,** tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO
TRENTON MUNI (TRX)
ORIG 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA
VINTON VETERANS MEMORIAL AIRPARK (VTI)
AMDT 1 83230 (FAA)
DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO
SKYHAVEN (RCM)
AMDT 1 07130 (FAA)
NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA
WASHINGTON MUNI (AWG)
AMDT 1 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36,** tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO
WASHINGTON RGNL (FYG)
AMDT 1 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.
NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA
WATERLOO RGNL (ALO)
ORIG 06271 (FAA)
NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/ 995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/ 1004' MSL.

WAVERLY, IA
WAVERLY MUNI (C25)
ORIG 90123 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

WEBSTER CITY, IA
WEBSTER CITY MUNI (EBS)
ORIG 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environment.
NOTE: **Rwy 14,** trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32,** vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO
WEST PLAINS MUNI (UNO)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.
NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/ 1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

26 AUG 2010 to 23 SEP 2010

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)

AMDT 2 10210 (FAA)

NOTE: **Rwy 17,** tree 912' from DER, 114' left of centerline, 100' AGL/1259' MSL. Tree 3265' from DER, 554' left of centerline, 100' AGL/1309' MSL. **Rwy 35,** tree 750' from DER, 160' left of centerline, 100' AGL/1349' MSL. Vehicle on road 990' from DER, left to right of centerline, up to 15' AGL/1264' MSL. Tree 2296' from DER, 382' right of centerline, 100' AGL/1309' MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3)

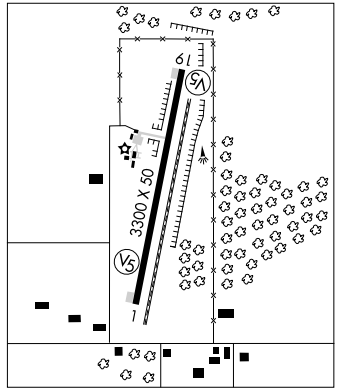
AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

26 AUG 2010 to 23 SEP 2010

AIR PARK SOUTH (See OZARK)

ALBANY MUNICIPAL (K19) 1 N UTC−6(−5DT) N40°15.73′ W94°20.34′ OMAHA
886 B **FUEL** 100LL NOTAM FILE COU L–10J
RWY 01–19: H3300X50 (CONC) LIRL
RWY 01: APAP(PNIL). Trees.
RWY 19: APAP(PNIL). Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Self fueler—24 hrs. Wildlife on and invof arpt. Rwy 01–19 various thld and edge lgts are broken or missing. Rwy 01 PNIL OTS indef. Rwy 19 PNIL OTS indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 213° 26.3 NM to fld. 1140/7E **HIWAS.**

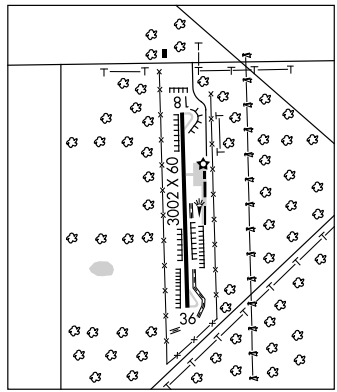


ALGOA N38°32.89′ W92°04.32′ NOTAM FILE JEF. KANSAS CITY
NDB (MHW/LOM) 397 JE 300° 4.7 NM to Jefferson City Mem. L–27B

AMAZON N39°53.04′ W94°54.49′ NOTAM FILE STJ. KANSAS CITY
NDB (MHW) 233 AZN 175° 6.7 NM to Rosecrans Mem. L–10J

AURORA

JERRY SUMNERS SR AURORA MUNI (2H2) 2 SE UTC−6(−5DT) N36°57.74′ W93°41.72′ KANSAS CITY
1434 B S4 **FUEL** 100LL NOTAM FILE COU L–16F
RWY 18–36: H3002X60 (ASPH) MIRL 0.3% up N IAP
RWY 18: Trees. **RWY 36:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1400Z‡–dusk. For after hrs svc call 417–236–4118. Mechanic on duty Mon thru Sat, major power plant repairs avbl call 417–678–3000. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 212° 29.3 NM to fld. 1240/4E. **HIWAS.**



APP CRS		
358°	Rwy Idg	3002
	TDZE	1434
	Apt Elev	1434

GPS RWY 36

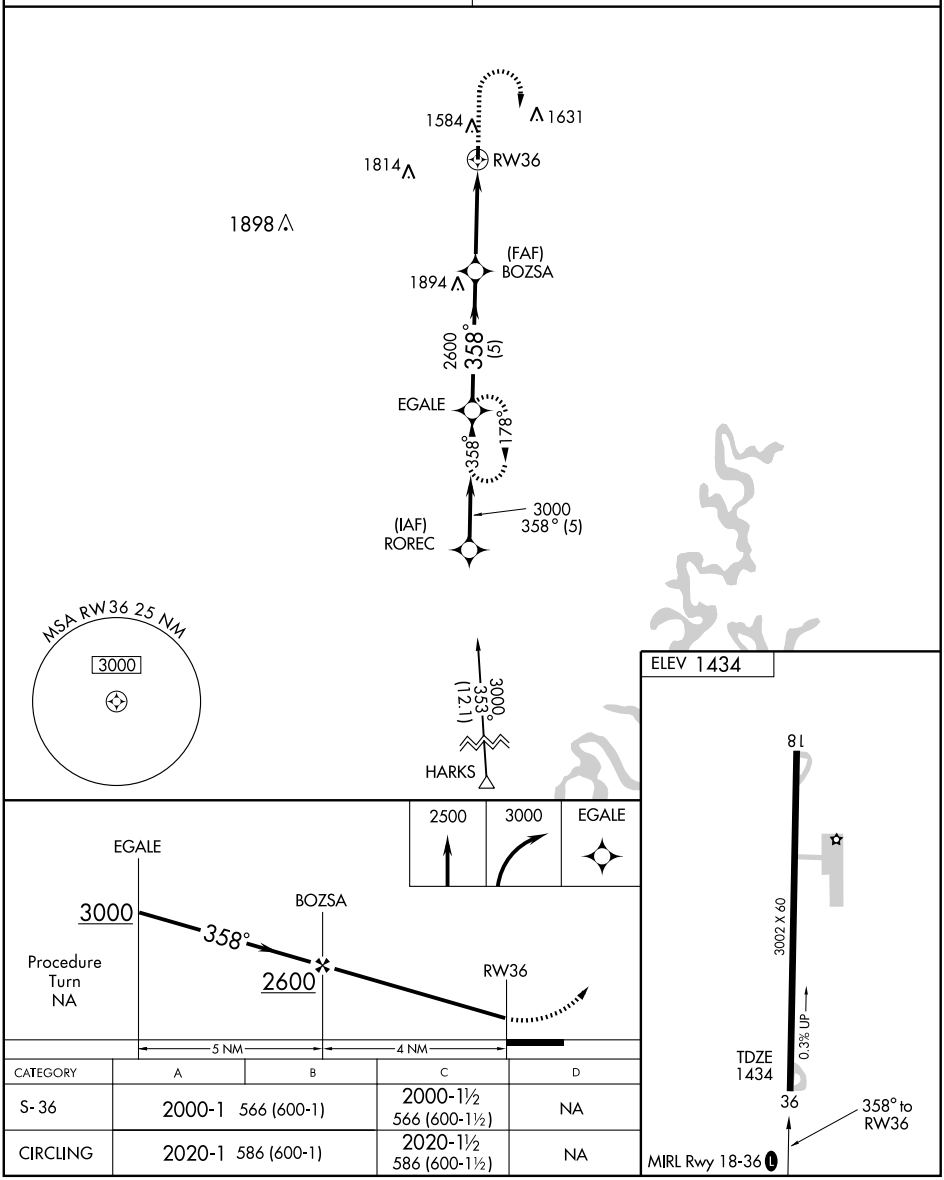
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

Use Springfield altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	2000-1 566 (600-1)		2000-1½ 566 (600-1½)	NA
CIRCLING	2020-1 586 (600-1)		2020-1½ 586 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC SGF 116.9 Chan 116	APP CRS 211°	Rwy Idg NA TDZE NA Apt Elev 1434

VOR/DME-A

AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

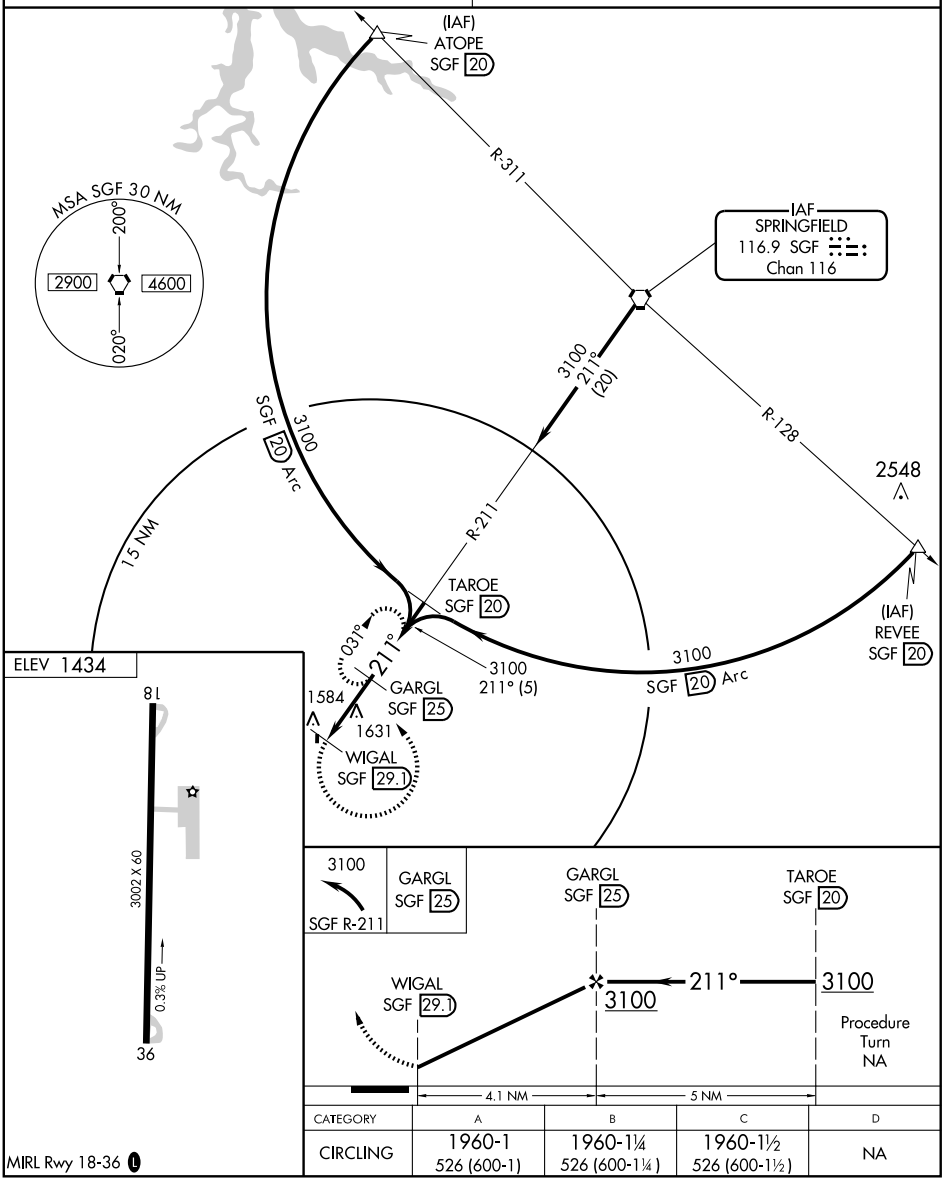
▼ Use Springfield altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	122.8 (CTAF) L

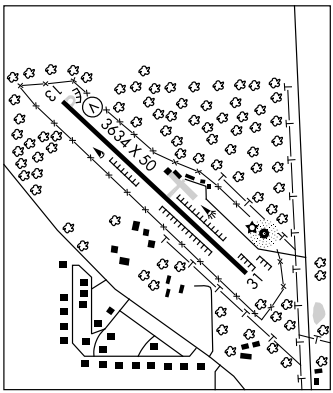
NC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
CIRCLING	1960-1 526 (600-1)	1960-1¼ 526 (600-1¼)	1960-1½ 526 (600-1½)	NA

MIRL Rwy 18-36 L

AVA BILL MARTIN MEM (AOV) 2 NW UTC−6(−5DT) N36°58.31′ W92°40.92′ KANSAS CITY
1311 B NOTAM FILE COU L–16G
RWY 13–31: H3634X50 (ASPH) MIRL 0.9% up SE IAP
RWY 13: SAVASI(S2L)—GA 3.0° TCH 34′. Trees.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Rwy 13–31 numerous cracks with grass and weeds growing. NSTD rwy safety area byd Rwy 13 end, insufficient length and large drop off, Rwy 13 VASI OTs indef. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 102° 9.9 NM to fld. 1600/6E.
BILMART NDB (MHW) 341 AOV N36°58.19′ W92°40.64′ at fld. SHUTDOWN.



BATES CITY

HARRY S. TRUMAN RGNL (2M1) 2 NW UTC−6(−5DT) N39°01.18′ W94°05.19′ KANSAS CITY
860 NOTAM FILE COU
RWY 03–21: 4400X70 (GRVL)
RWY 03: Trees. **RWY 21:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. After 0000Z‡ all gates are locked. Migratory birds on and invof arpt during fall and winter. Rwy 03–21 insufficient rwy safety area lengths beyond each rwy end. Rwy 03 end has steep slope with fence, trees, and road. Rwy 21 end has fence, trees and road. Rwy 03–21 width variance 70–80′.
COMMUNICATIONS: CTAF/UNICOM 122.8

BETHANY MEM (75K) 2 NE UTC−6(−5DT) N40°16.61′ W94°00.45′ OMAHA
1035 B NOTAM FILE COU
RWY 03–21: H2255X48 (ASPH) LIRL (NSTD)
RWY 03: Ground. Rgt tfc. **RWY 21:** Thld dsplcd 143′. Trees.
AIRPORT REMARKS: Unattended. Rwy 03–21 has multiple open cracks, pavement raveling and producing foreign object damage. Rwy 03 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation marking. Rwy 21 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation markings and incorrect lateral spacing of designation numbers. NSTD rwy safety areas byd each rwy end, Rwy 03 incorrect terrain gradients, Rwy 21 large drop off, brush, small trees, fence and road. Rwy 03–21 NSTD LIRL—thld lgts for Rwy 03 located 40′ SW of thld; Rwy end lgts for Rwy 21 located 15–18′ NE of rwy end.
COMMUNICATIONS: CTAF 122.9

BILMART N36°58.19′ W92°40.64′ NOTAM FILE COU. KANSAS CITY
NDB (MHW) 341 AOV at Ava Bill Martin Mem. SHUTDOWN. L–16G

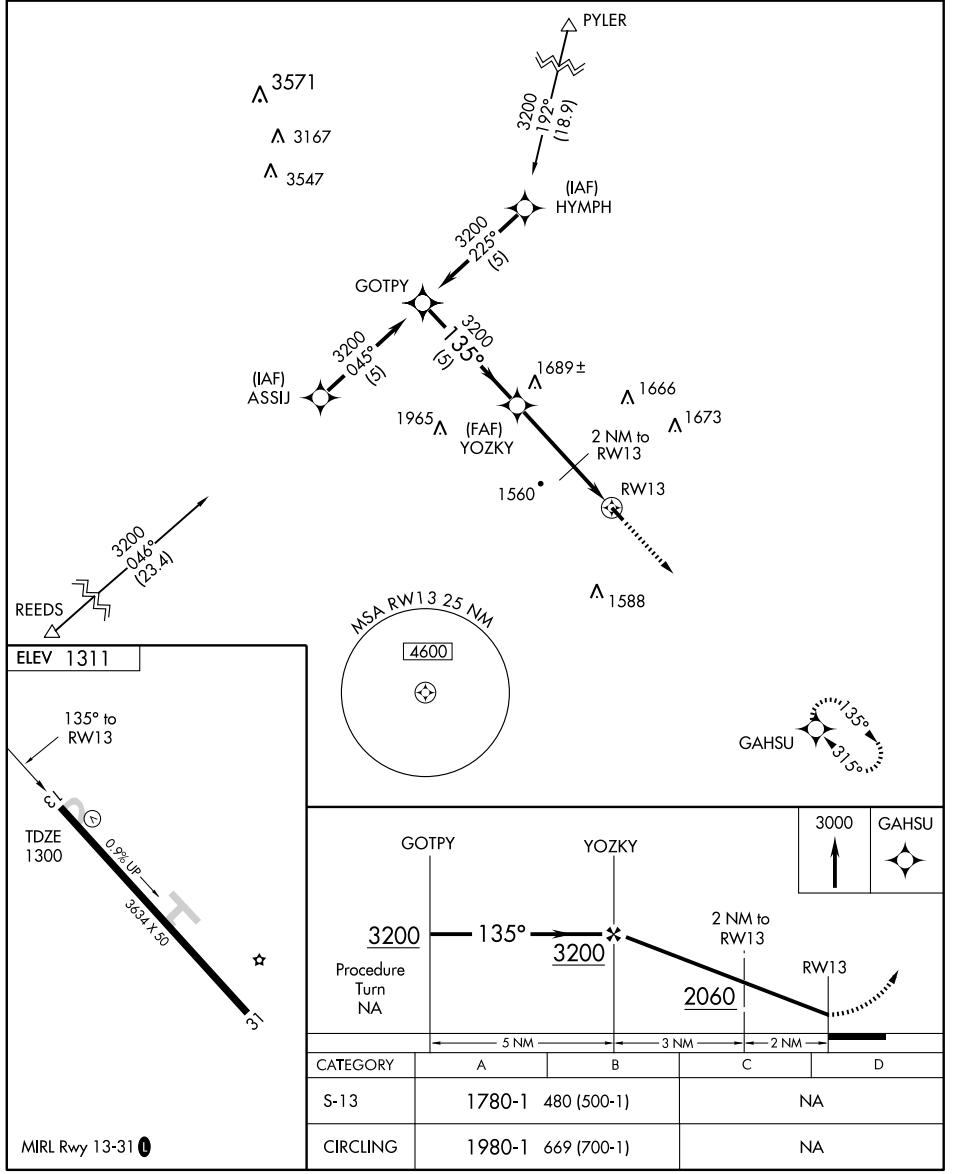
BISMARCK MEM (H57) 1 SE UTC−6(−5DT) N37°45.53′ W90°37.01′ ST LOUIS
1038 B NOTAM FILE STL
RWY 17–35: H2050X50 (ASPH) LIRL (NSTD)
RWY 17: Trees. **RWY 35:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Wildlife on and invof arpt. Rwy 17–35 NSTD LIRL, 2 thld lgts 3–7′ down rwy at each thld.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3634
135°	TDZE	1300
	Apt Elev	1311

GPS RWY 13

AVA BILL MARTIN MEMORIAL (AOV)

NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L



CATEGORY	A	B	C	D
S-13	1780-1 480 (500-1)		NA	
CIRCLING	1980-1 669 (700-1)		NA	

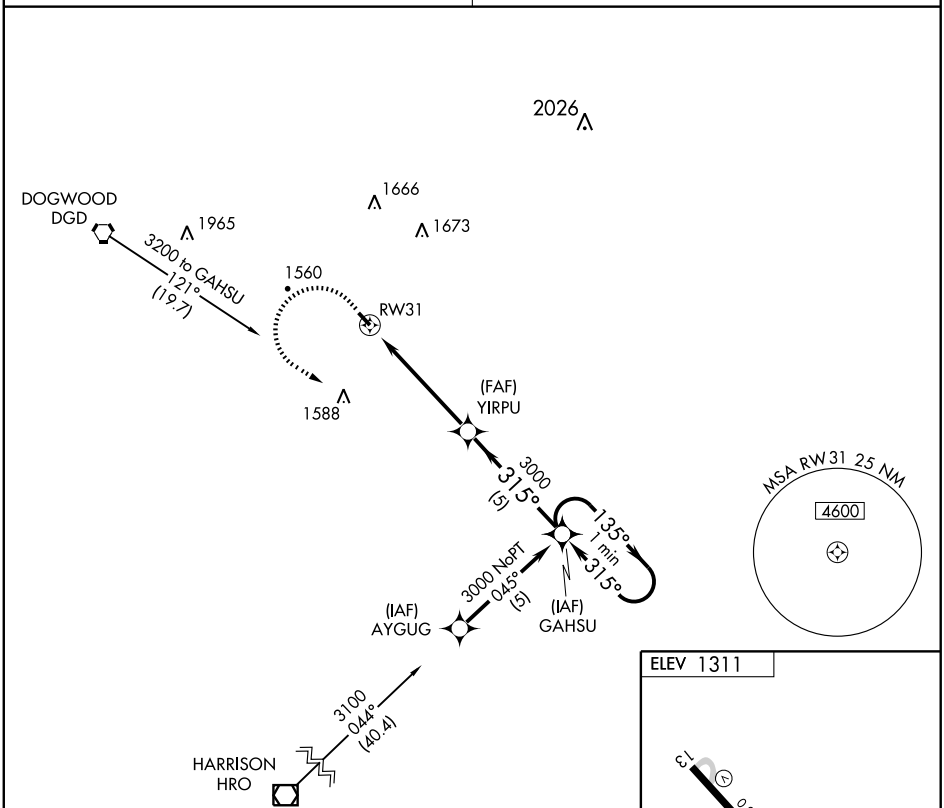
MIRL Rwy 13-31 L

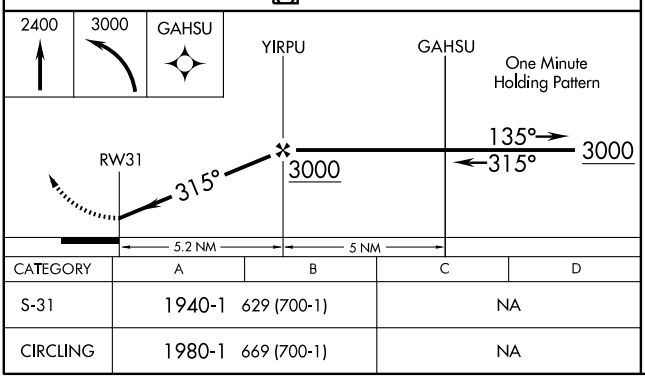
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3634
315°	TDZE	1311
	Apt Elev	1311

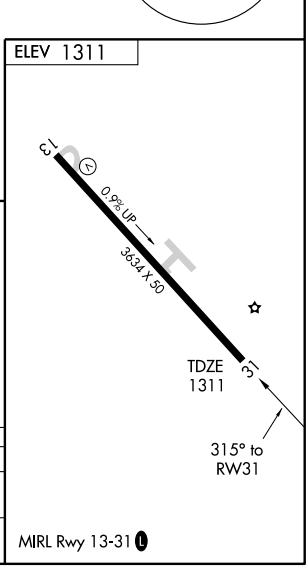
GPS RWY 31
AVA BILL MARTIN MEMORIAL (AOV)

⚠ NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L





CATEGORY	A	B	C	D
S-31	1940-1	629 (700-1)	NA	
CIRCLING	1980-1	669 (700-1)	NA	



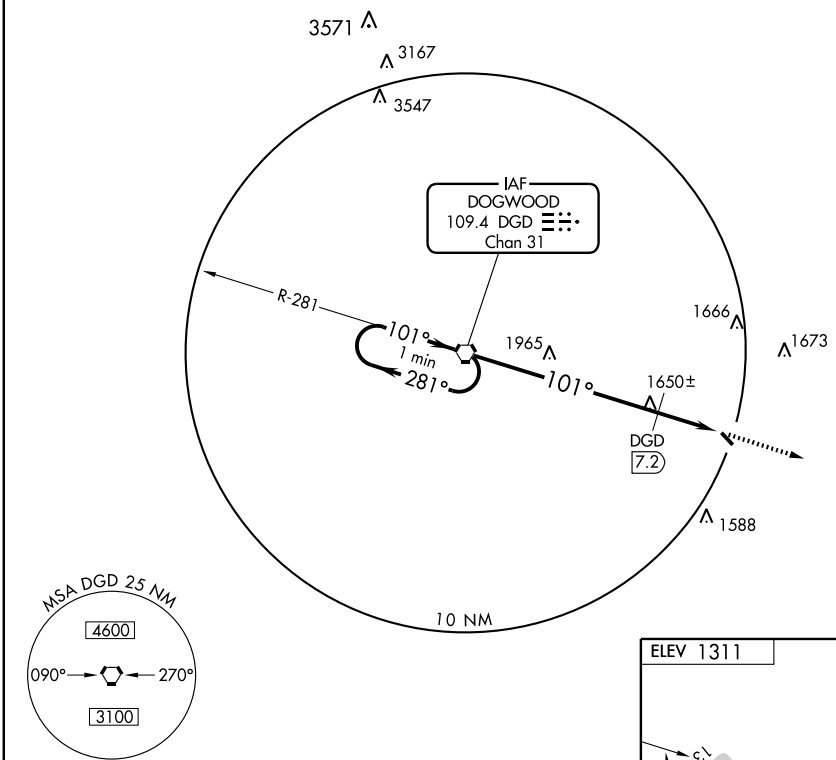
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

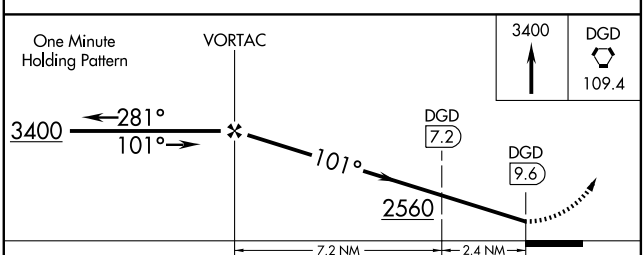
VORTAC DGD 109.4 Chan 31	APP CRS 101°	Rwy Idg N/A TDZE N/A Apt Elev 1311

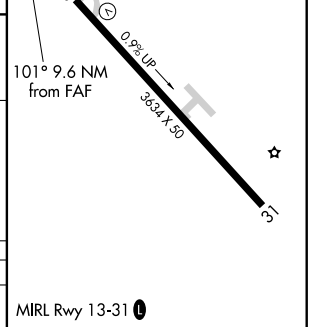
VOR-A

AVA BILL MARTIN MEMORIAL (AOV)

⚠ NA Use Springfield altimeter setting.	MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold.
SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2560-1¼ 1249 (1300-1¼)	2560-1½ 1249 (1300-1½)	NA	
DME MINIMUMS				
CIRCLING	2000-1 689 (700-1)		NA	

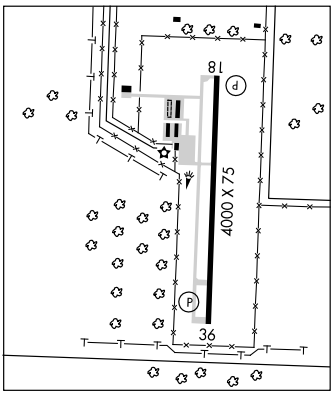
MIRL Rwy 13-31 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NC-3, 26 AUG 2010 to 23 SEP 2010

BOLIVAR MUNI (M17) 4 E UTC−6(−5DT) N37°35.77′ W93°20.86′
1092 B S6 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl 24 hrs. Extensive student pilot training invof arpt. Wildlife and birds on and invof arpt. Rwy 18–36 MIRL dusk–0530Z‡; after 0530Z‡ ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 353° 14.4 NM to fld. 1240/4E. **HIWAS**

KANSAS CITY
L–16F
IAP

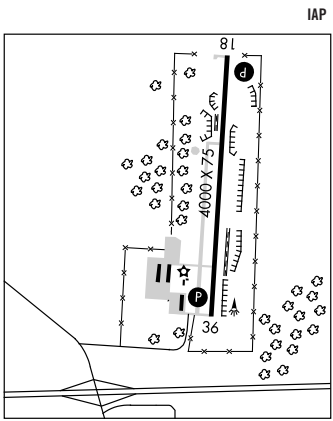


BOLLINGER–CRASS MEM (See VAN BUREN)

BOONVILLE

JESSE VIERTEL MEM (VER) 3 SE UTC−6(−5DT) N38°56.80′ W92°40.96′
715 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–0200Z‡. Self svc fuel after 0200Z‡. Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500′ before turning on course. ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36 REIL Rwys 18 and 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 243° 27.8 NM to fld. 920/6E.

KANSAS CITY
L–27A
IAP



APP CRS	Rwy Idg	4000
179°	TDZE	1092
	Apt Elev	1092

RNAV (GPS) RWY 18

BOLIVAR MUNI (M17)

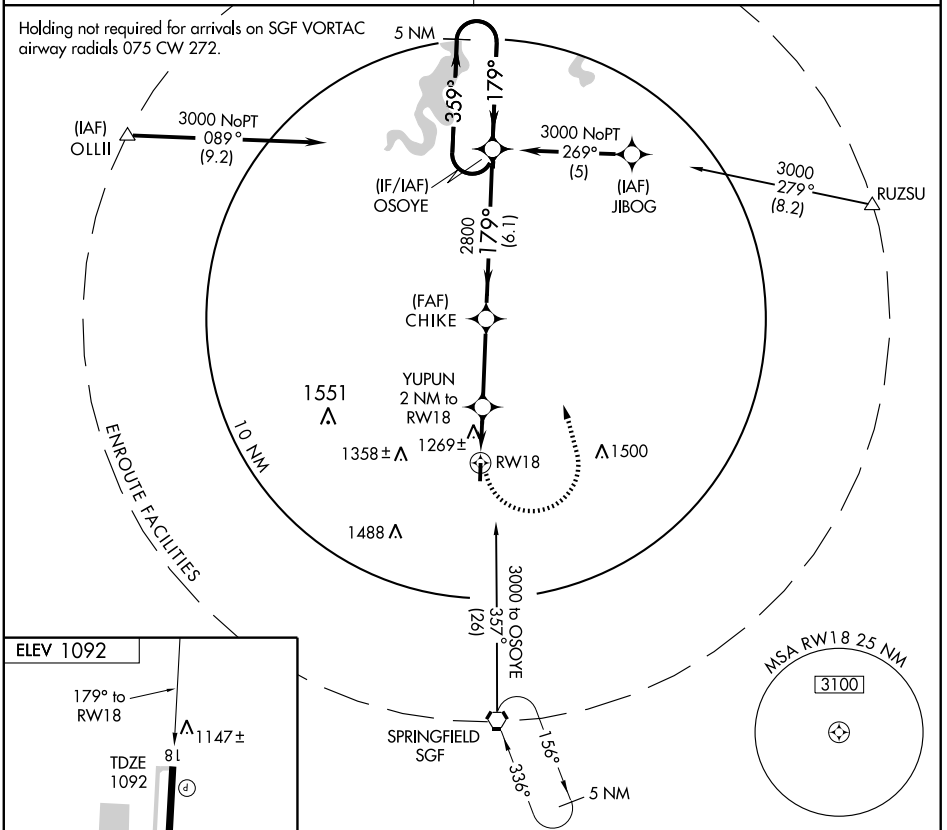
DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

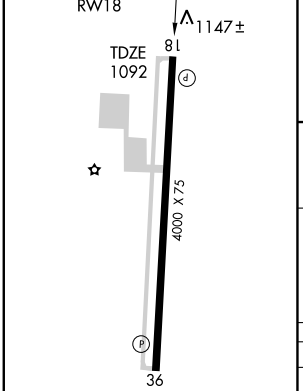
MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

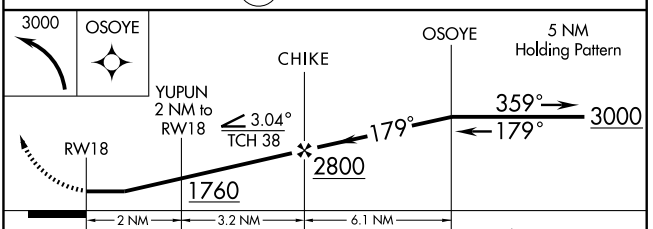
SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) L

Holding not required for arrivals on SGF VORTAC airway radials 075 CW 272.







CATEGORY	A	B	C	D
LNAV MDA	1600-1 508 (600-1)		1600-1½ 508 (600-1½)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4000
CH 78303	359°	TDZE	1092
W36A		Apt Elev	1092

RNAV (GPS) RWY 36

BOLIVAR MUNI (M17)

DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) L

NoPT for arrival on SGF VORTAC airway radials 075 CW 236.

MISSED APCH FIX
5 NM 359° 179° OSOYE

1358 ± 1500
RW36
1488 1249 ±
CITSI
2.1 NM to RW36
(FAF)
ZOXBY
2800
359° (6)
(IF)
UNHIC
3000
336° (3.1)
2029
(IAF)
SPRINGFIELD
SGF
156°
336°
5 NM

MSA RW36 25 NM
3600

ELEV 1092 MIRL Rwy 18-36 L

1147 ±
18
4000 X 75
TDZE
1092
36
359° to RW36

VGSI and RNAV glidepath not coincident.

3000 OSOYE

*LNAV only

Procedure Turn NA
UNHIC
3000
359°
ZOXBY
CITSI
2.1 NM to RW36
RW36
GS 3.00°
TCH 40
2800
*1800
6 NM 3.1 NM 2.1 NM

CATEGORY	A	B	C	D
LPV DA	1448-1¼ 356 (400-1¼)			NA
LNAV MDA	1580-1 488 (500-1)		1580-1¼ 488 (500-1¼)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC SGF 116.9 Chan 116	APP CRS 353°	Rwy Idg 4000 TDZE 1092 Apt Elev 1092

VOR/DME RWY 36

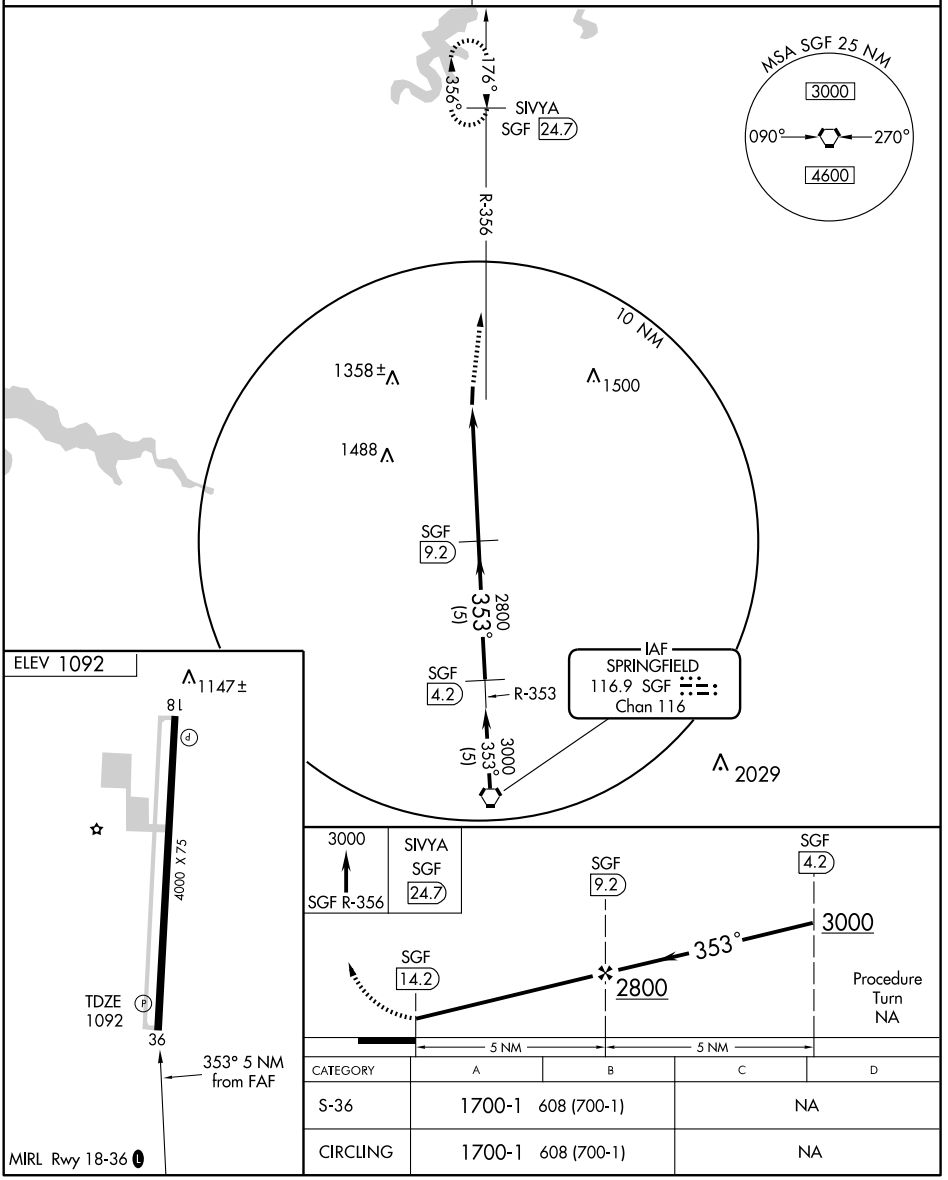
BOLIVAR MUNI (M17)

NA

Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	123.0 (CTAF)

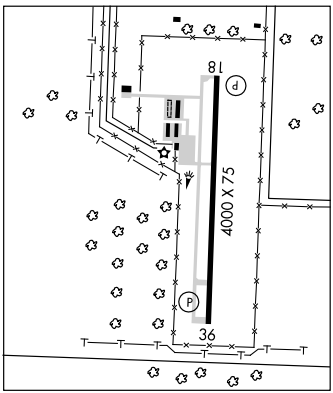


CATEGORY	A	B	C	D
S-36	1700-1	608 (700-1)		NA
CIRCLING	1700-1	608 (700-1)		NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

BOLIVAR MUNI (M17) 4 E UTC−6(−5DT) N37°35.77′ W93°20.86′
1092 B S6 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl 24 hrs. Extensive student pilot training invof arpt. Wildlife and birds on and invof arpt. Rwy 18–36 MIRL dusk–0530Z‡; after 0530Z‡ ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 353° 14.4 NM to fld. 1240/4E. **HIWAS**

KANSAS CITY
L–16F
IAP

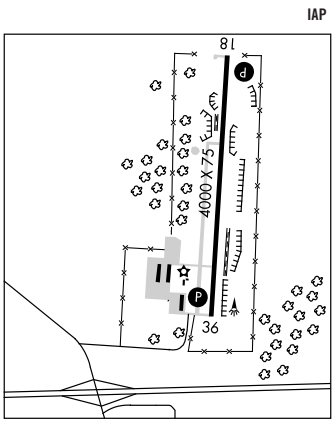


BOLLINGER–CRASS MEM (See VAN BUREN)

BOONVILLE

JESSE VIERTEL MEM (VER) 3 SE UTC−6(−5DT) N38°56.80′ W92°40.96′
715 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–0200Z‡. Self svc fuel after 0200Z‡. Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500′ before turning on course. ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36 REIL Rwys 18 and 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 243° 27.8 NM to fld. 920/6E.

KANSAS CITY
L–27A
IAP



WAAS	APP CRS	Rwy Idg	4000
CH 72703	183°	TDZE	715
W18A		Apt Elev	715

RNAV (GPS) RWY 18

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

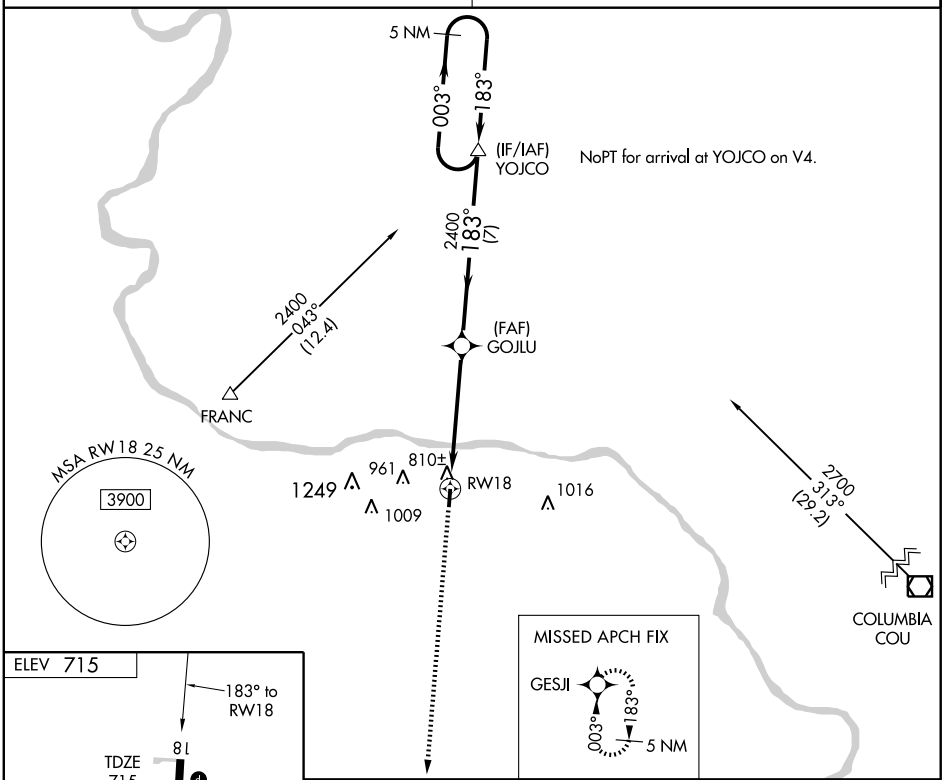
T
NA

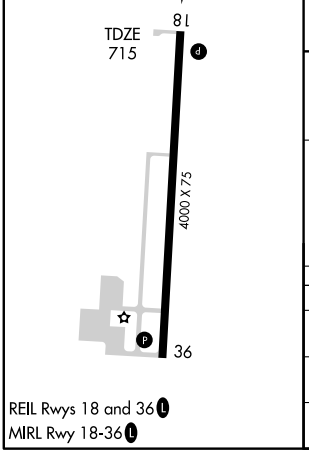
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct GESJI and hold.

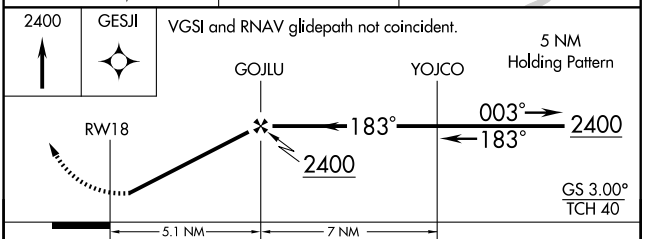
MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1103-1½ 388 (400-1½)			NA
LNAV MDA	1140-1 425 (500-1)		1140-1¼ 425 (500-1¼)	NA
CIRCLING	1200-1 485 (500-1)		1340-1¾ 625 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4000
003°	TDZE	715
	Apt Elev	715

RNAV (GPS) RWY 36

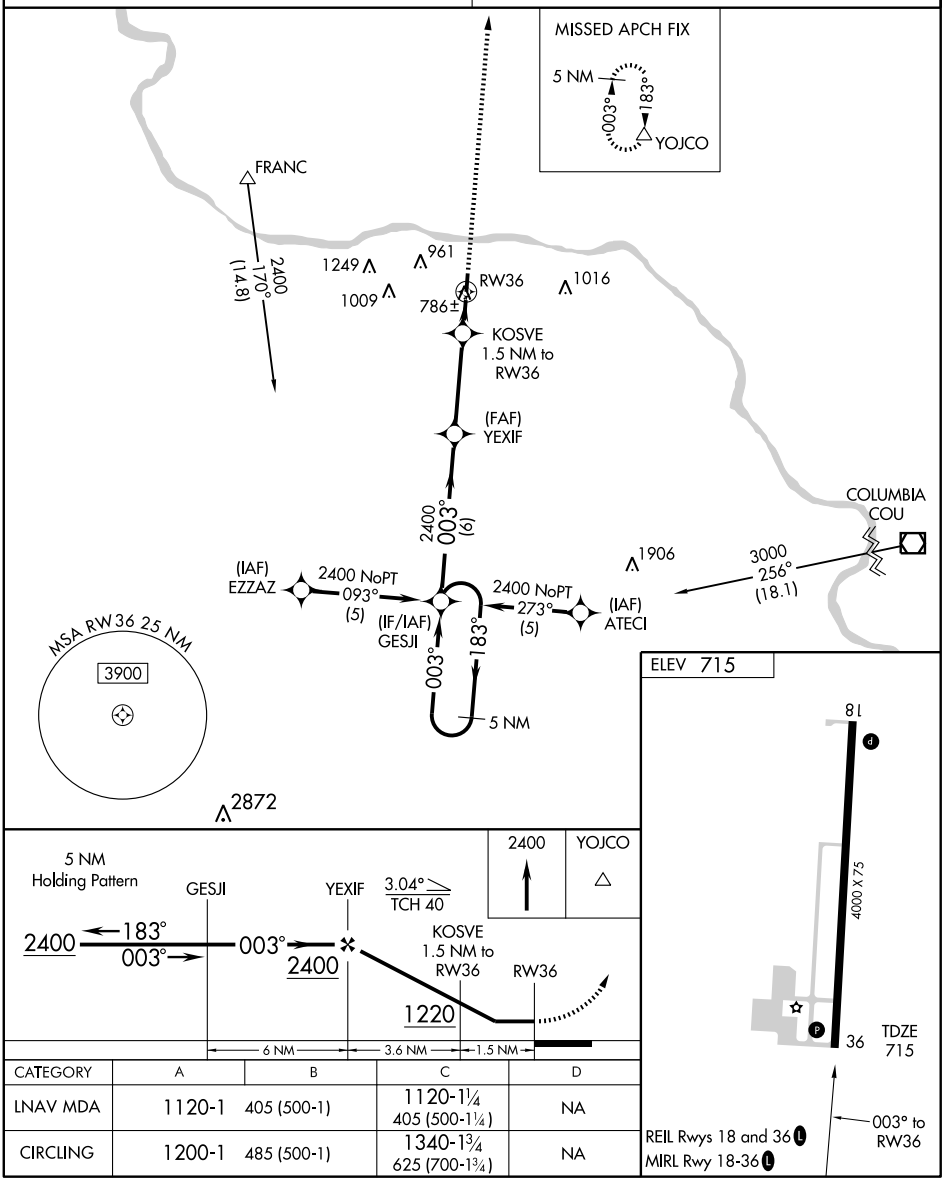
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

T
A NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct YOJCO and hold.

MIZZU APP CON	UNICOM
124.375	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¾ 625 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC HLV	APP CRS	Rwy Idg	N/A
114.2	243°	TDZE	N/A
Chan 89		Apt Elev	715

VOR-A

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

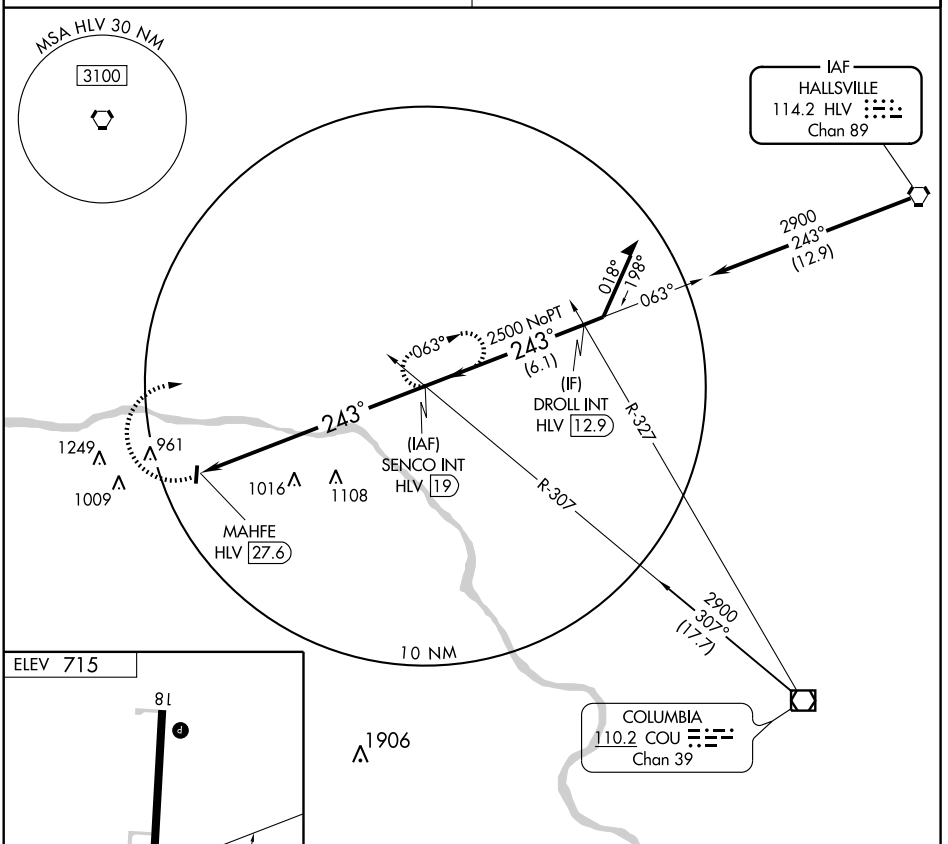
T
NA

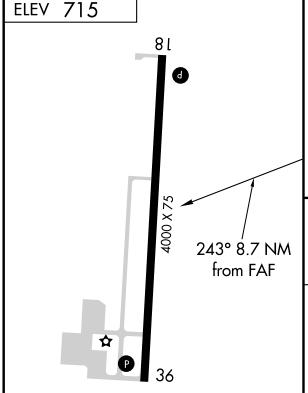
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

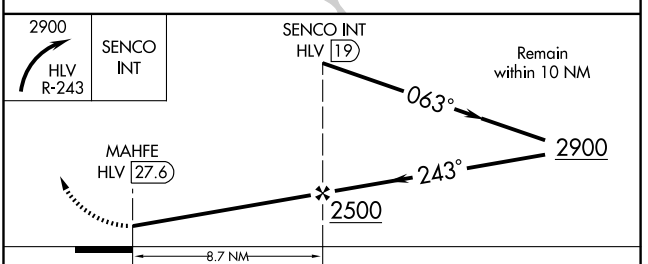
MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) L





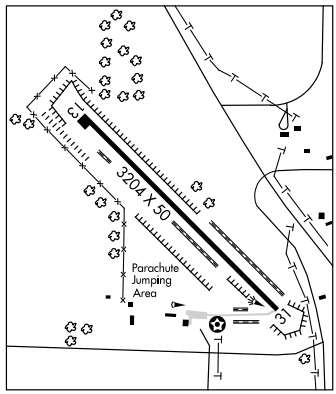


FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

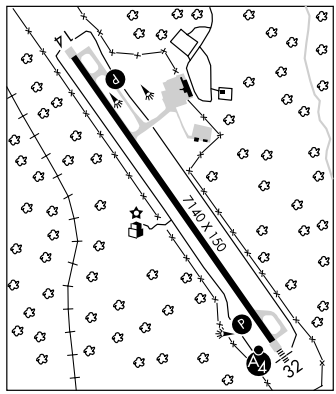
CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

BOWLING GREEN MUNI (H19) 2 NW UTC−6(−5DT) N39°22.20′ W91°13.16′ KANSAS CITY
886 B NOTAM FILE STL L–27B
RWY 13–31: H3204X50(ASPH) S–12.5 LIRL (NSTD) 0.4% up SE IAP
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk–0300Z‡. ACTIVATE LIRL Rwy 13–31 after 0600Z‡—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM not monitored on regular basis.
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 169° 28.8 NM to fld. 710/5E. **HIWAS.**



BRANSON (BBG) 8 SSE UTC−6(−5DT) N36°31.92′ W93°12.03′ KANSAS CITY
1302 B **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BBG H–6I, L–16F
RWY 14–32: H7140X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–700 HIRL IAP, AD
0.7% up SE
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Rgt tfc.
RWY 32: MALSF. PAPI(P4L)—GA 3.0° TCH 50′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
RWY 32: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt. Taxilane between commercial apron and general aviation apron unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF Index C firefighting equipment avbl upon request. Rwy 32 calm wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSF Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.625 (417) 334–0218.
COMMUNICATIONS: CTAF 128.15 **ATIS** 124.625 **UNICOM** 122.95
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
TOWER 128.15 (1300–0300Z‡) **GND CON** 118.4
CLNC DEL 118.4 (126.35 Provided by SPRINGFIELD APP CON when twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 359° 12.8 NM to fld. 1400/4E.
ILS/DME 111.35 I–BBG Chan 50(Y) Rwy 32. ILS unmonitored when twr clsd.



BRANSON WEST MUNI–EMERSON FIELD (FWB) 2 W UTC−6(−5DT) N36°41.91′ W93°24.13′ KANSAS CITY
1348 B NOTAM FILE FWB Not insp. H–6I, L–16F
RWY 03–21: H5000X75 (CONC) S–30 MIRL **RWY 03:** REIL. PAPI(P4R)—GA 3.0° TCH 40′.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Apr–Nov f1300–0200Z‡, Dec–Mar 1300–2300Z‡.
WEATHER DATA SOURCES: AWOS–3 119.725. OTS indef.
COMMUNICATIONS: UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 334° 24.5 NM to fld. 1400/4E.

BRAYMER N39°37.83′ W93°52.52′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E. H–5C, L–27A

BROOKFIELD N39°45.85′ W93°06.55′ NOTAM FILE COU. KANSAS CITY
NDB (MHW) 383 BZK 271° 17.9 NM to Chillicothe Muni. NDB OTS indef. SHUTDOWN. L–27A

RNAV (GPS) RWY 13

BOWLING GREEN MUNI (H19)

APP CRS	Rwy Idg	3204
133°	TDZE	886
	Apt Elev	886

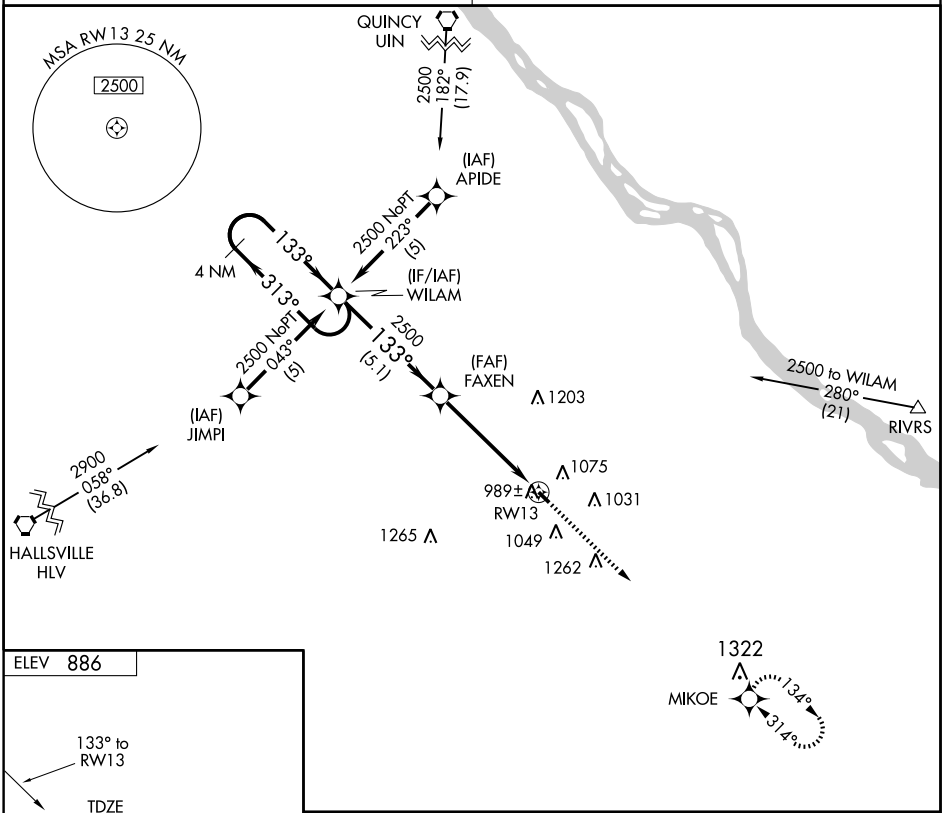
T
A NA

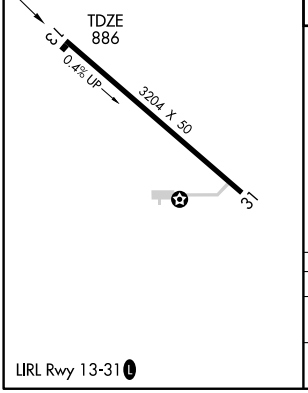
Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

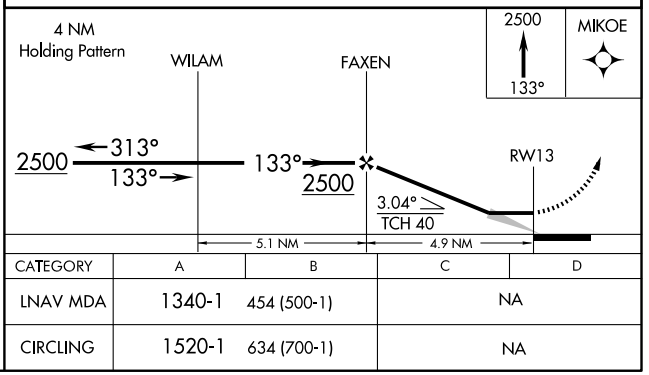
MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	454 (500-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3204
314°	TDZE	886
	Apt Elev	886

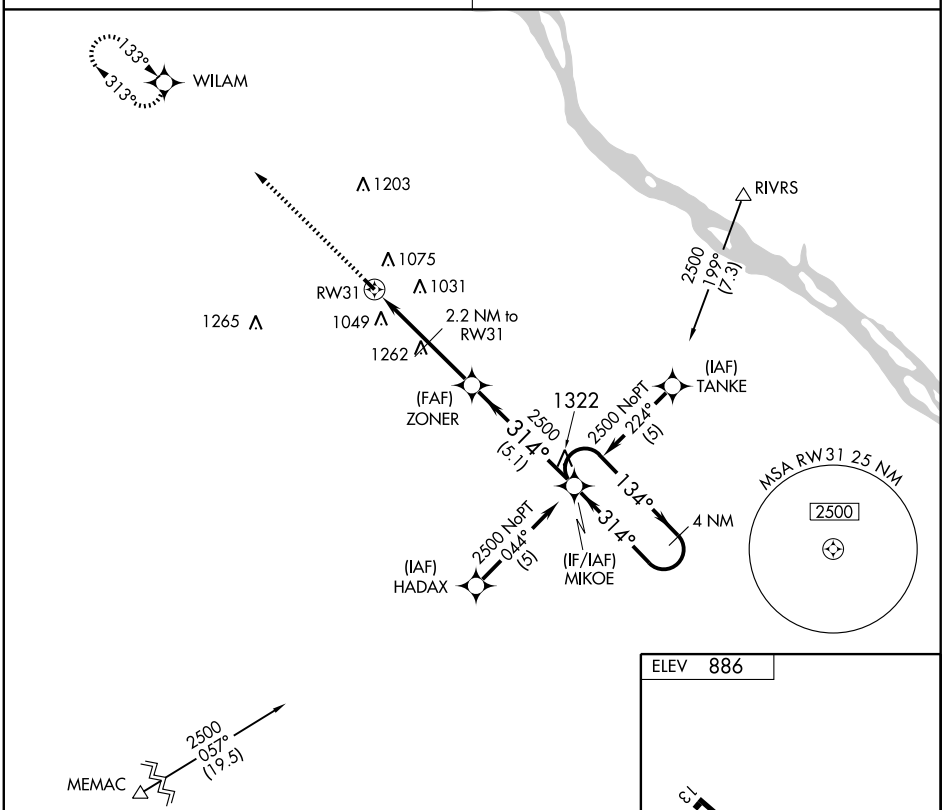
RNAV (GPS) RWY 31
BOWLING GREEN MUNI (H19)

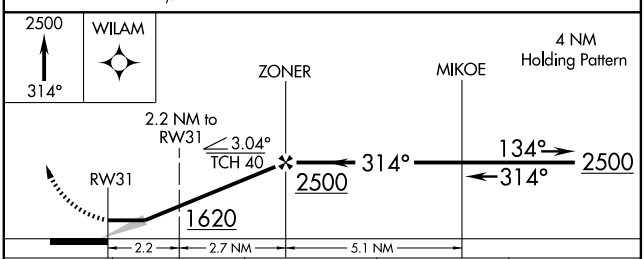
T
NA

Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

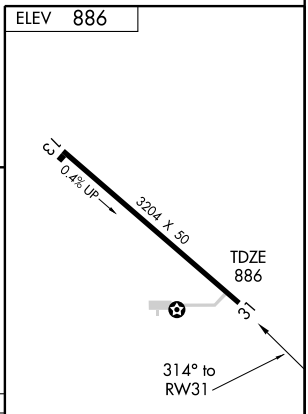
MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1	574 (600-1)	NA	
CIRCLNG	1520-1	634 (700-1)	NA	



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC UIN 113.6 Chan 83	APP CRS 169°	Rwy Idg N/A TDZE N/A Apt Elev 886

VOR/DME-A

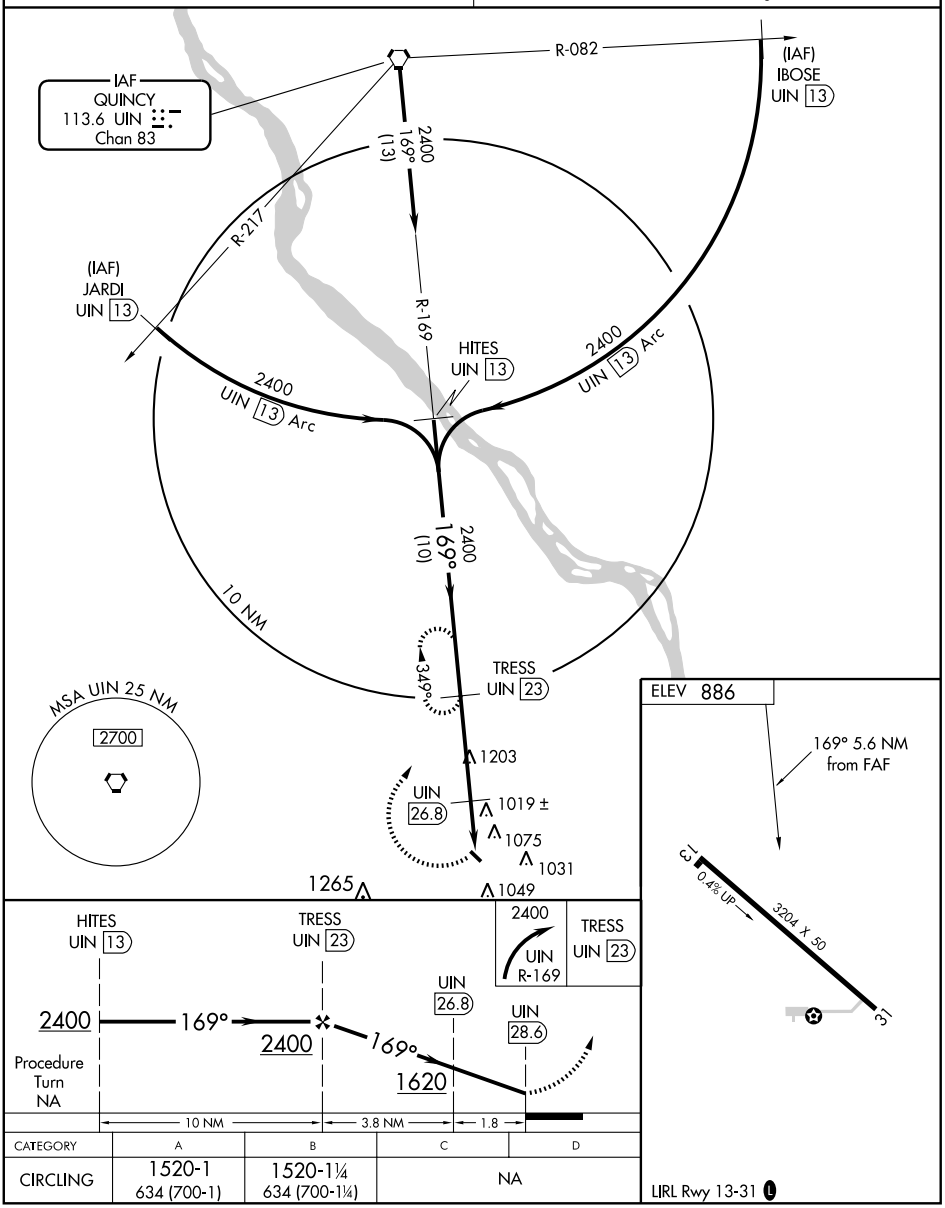
BOWLING GREEN MUNI (H19)

T
A NA

Use Quincy altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)	1520-1¼ 634 (700-1¼)	NA	

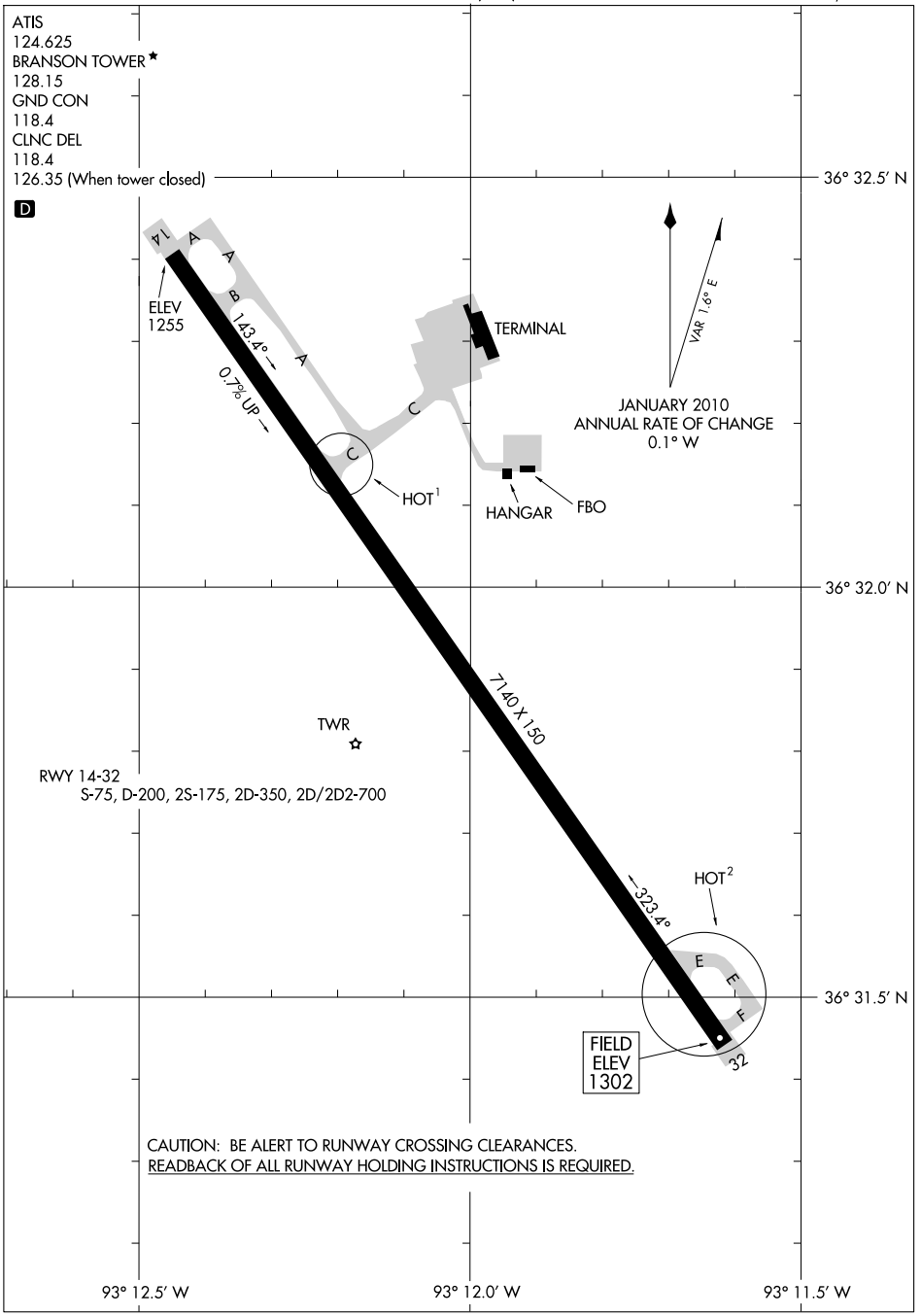
LIRL Rwy 13-31 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

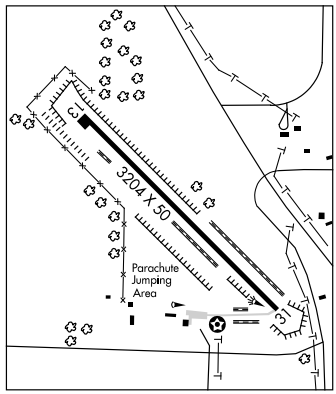
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

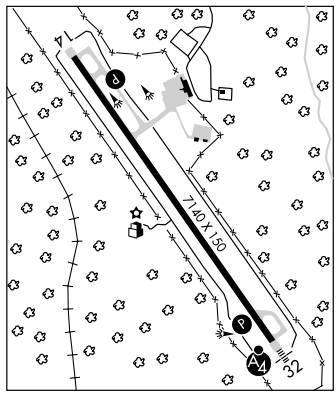
BRANSON, MISSOURI
BRANSON (BBG)

10210

BOWLING GREEN MUNI (H19) 2 NW UTC−6(−5DT) N39°22.20′ W91°13.16′ KANSAS CITY
886 B NOTAM FILE STL L–27B
RWY 13–31: H3204X50(ASPH) S–12.5 LIRL (NSTD) 0.4% up SE IAP
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk–0300Z‡. ACTIVATE LIRL Rwy 13–31 after 0600Z‡—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM not monitored on regular basis.
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 169° 28.8 NM to fld. 710/5E. **HIWAS.**



BRANSON (BBG) 8 SSE UTC−6(−5DT) N36°31.92′ W93°12.03′ KANSAS CITY
1302 B **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BBG H–6I, L–16F
RWY 14–32: H7140X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–700 HIRL IAP, AD
0.7% up SE
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Rgt tfc.
RWY 32: MALSF. PAPI(P4L)—GA 3.0° TCH 50′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
RWY 32: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt. Taxilane between commercial apron and general aviation apron unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF Index C firefighting equipment avbl upon request. Rwy 32 calm wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSF Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.625 (417) 334–0218.
COMMUNICATIONS: CTAF 128.15 **ATIS** 124.625 **UNICOM** 122.95
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
TOWER 128.15 (1300–0300Z‡) **GND CON** 118.4
CLNC DEL 118.4 (126.35 Provided by SPRINGFIELD APP CON when twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 359° 12.8 NM to fld. 1400/4E.
ILS/DME 111.35 I–BBG Chan 50(Y) Rwy 32. ILS unmonitored when twr clsd.



BRANSON WEST MUNI–EMERSON FIELD (FWB) 2 W UTC−6(−5DT) N36°41.91′ W93°24.13′ KANSAS CITY
1348 B NOTAM FILE FWB Not insp. H–6I, L–16F
RWY 03–21: H5000X75 (CONC) S–30 MIRL **RWY 03:** REIL. PAPI(P4R)—GA 3.0° TCH 40′.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Apr–Nov f1300–0200Z‡, Dec–Mar 1300–2300Z‡.
WEATHER DATA SOURCES: AWOS–3 119.725. OTS indef.
COMMUNICATIONS: UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 334° 24.5 NM to fld. 1400/4E.

BRAYMER N39°37.83′ W93°52.52′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E. H–5C, L–27A

BROOKFIELD N39°45.85′ W93°06.55′ NOTAM FILE COU. KANSAS CITY
NDB (MHW) 383 BZK 271° 17.9 NM to Chillicothe Muni. NDB OTS indef. SHUTDOWN. L–27A

ILS or LOC RWY 32

BRANSON (BBG)

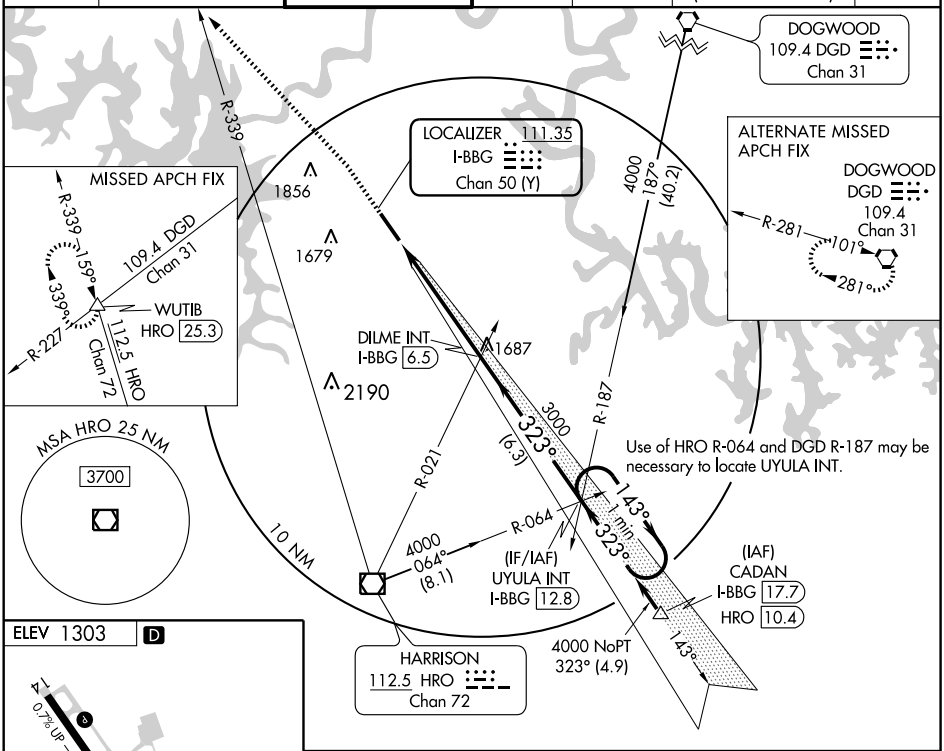
LOC/DME I-BBG	APP CRS	Rwy Idg	7140
111.35	323°	TDZE	1302
Chan 50 (Y)		Apt Elev	1303

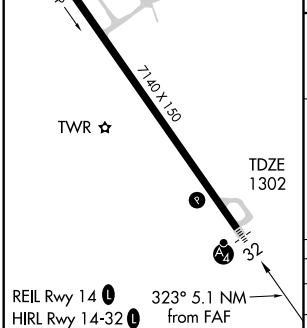
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile. VDP NA when using Harrison altimeter setting.

MALSF

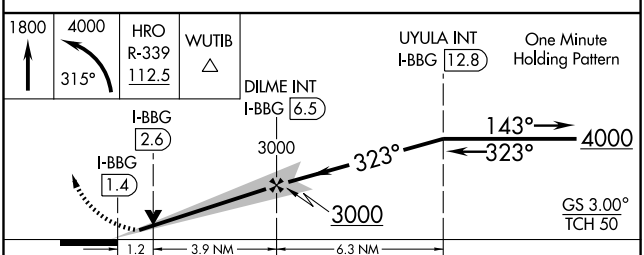
MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/ HRO 25.3 DME and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 32	1502-1 200 (200-1)			
S-LOC 32	1740-1 438 (500-1)		1740-1¼ 438 (500-1¼)	1740-1½ 438 (500-1½)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

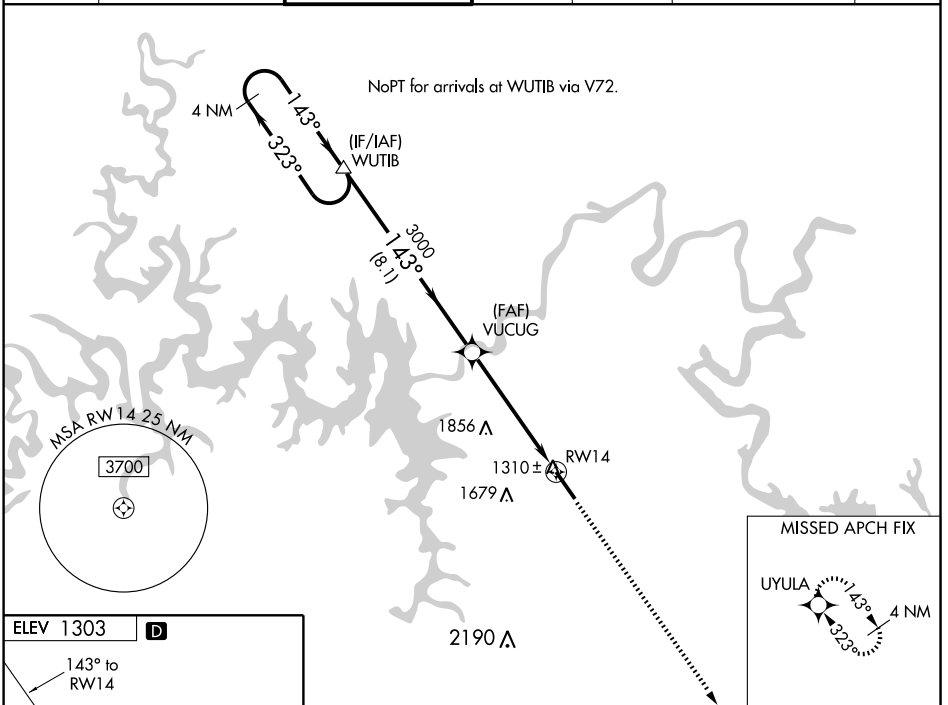
WAAS	APP CRS	Rwy Idg	7140
CH 49111	143°	TDZE	1275
W14A		Apt Elev	1303

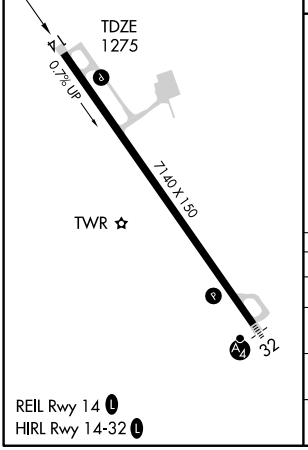
RNAV (GPS) RWY 14
BRANSON (BBG)

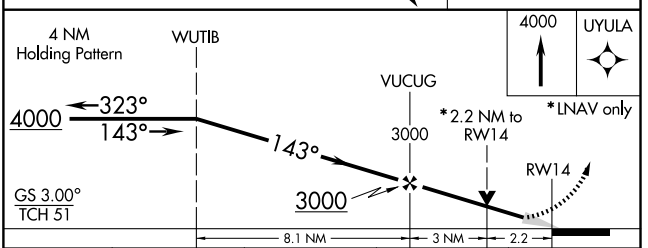
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet.
VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1525-1 250 (300-1)			
LNAV/VNAV DA	1798-2 523 (500-2)			
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)
CIRCLING	2020-1 717 (800-1)	2020-1¼ 717 (800-1¼)	2020-2¼ 717 (800-2¼)	2020-2½ 717 (800-2½)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 32

BRANSON (BBG)

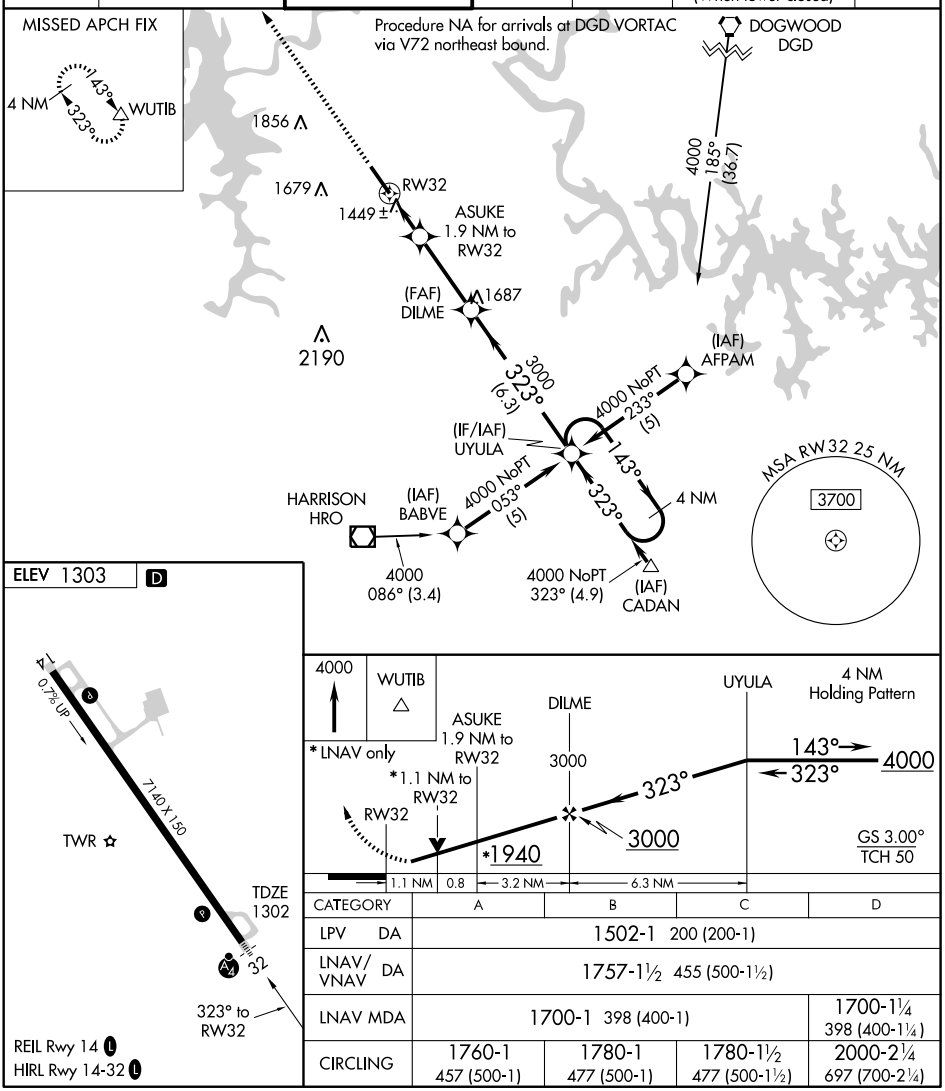
WAAS	APP CRS	Rwy Idg	7140
CH 93911	323°	TDZE	1302
W32A		Apt Elev	1303

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	1502-1 200 (200-1)			
LNAV/VNAV DA	1757-1½ 455 (500-1½)			
LNAV MDA	1700-1 398 (400-1)			1700-1¼ 398 (400-1¼)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

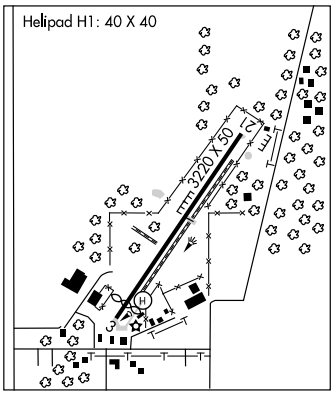
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

BROOKFIELD

NORTH CENTRAL MISSOURI RGNL (MO8) 2 E UTC−6(−5DT) N39°46.20′ W93°00.77′ — KANSAS CITY
843 B **FUEL** 100LL, JET A NOTAM FILE COU — L–27A
RWY 18–36: H4003X75 (CONC) S–12.5 MIRL — IAP
RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 47′. Tree. **RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended irregularly. Self–svc fuel avbl 24 hrs. For svc after hrs, call phone numbers posted on arpt management office door. Numerous waterfowl and deer on and invof arpt. Tower 319′ AGL, 3500′ north, 1925′ east of Rwy 18 end. ACTIVATE MIRL Rwy 18–36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 280° 25.5 NM to fld. 870/6E.

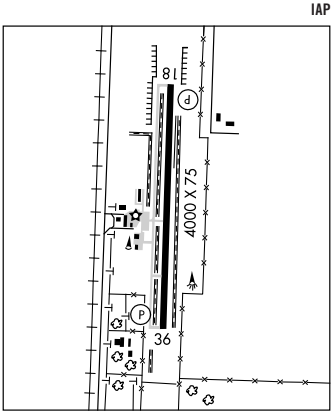
BUCKHORN N37°41.85′ W92°06.23′ NOTAM FILE TBN. — KANSAS CITY
NDB (MH) 391 BHN 323° 3.2 NM to Waynesville ST. Robert Rgnl Forney Fld. NDB unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends. — L–16G

BUFFALO MUNI (H17) 1 N UTC−6(−5DT) N37°39.25′ W93°05.22′ — KANSAS CITY
1154 B NOTAM FILE COU — L–16F
RWY 03–21: H3220X50 (ASPH) LIRL
RWY 03: Thld dsplcd 272′. Trees. **RWY 21:** Tree.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Ultralight acft on and invof apt. Rwy 03–21 width variance 50–52′. Insufficient rwy safety area length byd each rwy end, fences, brush, trees. ACTIVATE LIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 029° 21.4 NM to fld. 1240/4E. **HIWAS.**
• • • • • • • • • • • • • • • • •
HELIPAD H1: H40X40 (ASPH)
HELIPORT REMARKS: Helipad H1 perimeter lights. 5 landing direction lights extending NE. Apch slope 8 to 1 to helipad, from northeast, arpt bcn 260′ south of helipad, 5 to 1 aprch slope. ACTIVATE H1 perimeter lights—CTAF.



BUTLER N38°16.33′ W94°29.29′ NOTAM FILE COU. — KANSAS CITY
(H) VORTAC 115.9 BUM Chan 106 074° 7.1 NM to Butler Mem. 890/7E. **HIWAS.** — H–5C, L–10J, 16F

BUTLER MEM (BUM) 2 N UTC−6(−5DT) N38°17.39′ W94°20.41′ — KANSAS CITY
892 B S2 **FUEL** 100LL NOTAM FILE COU — L–16F
RWY 18–36: H4000X75 (ASPH–RFSC) S–12 MIRL 0.6% up S. — IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 37′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 36′.Trees.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Major power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195′ and +411′, approximately 7,000′ and 14,000′ S of Rwy 36 thld. PAPI Rwy 18 and Rwy 36 operates 24 hrs.
WEATHER DATA SOURCES: HIWAS 115.9 BUM.
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 115.9T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 074° 7.1 NM to fld. 890/7E. **HIWAS.**



WAAS	APP CRS	Rwy ldg 4003
CH 42715	179°	TDZE 843
W18A		Apt Elev 843

RNAV (GPS) RWY 18

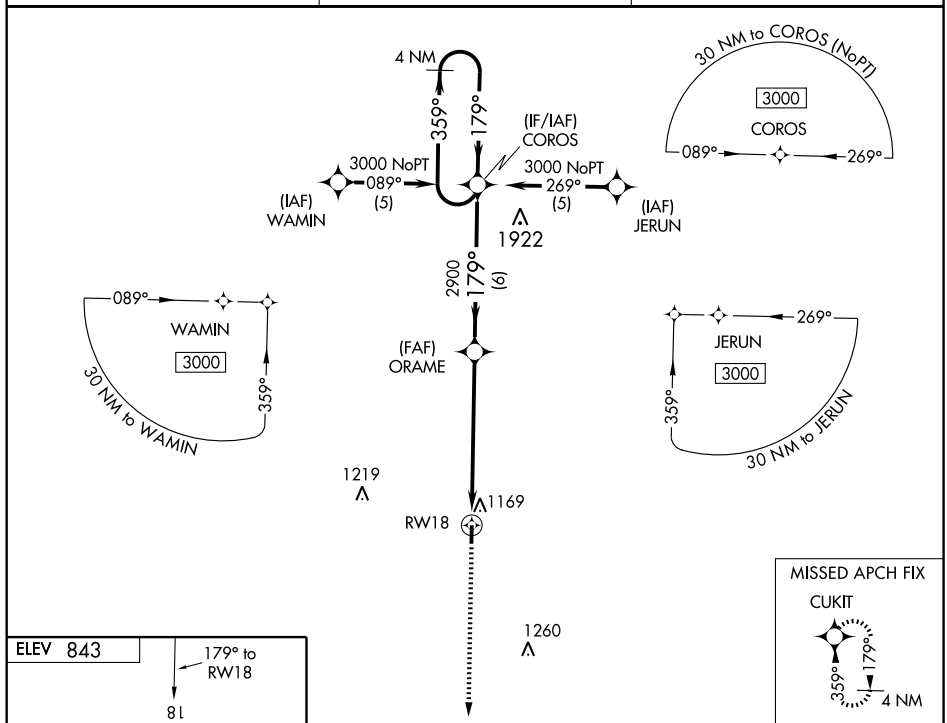
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct CUKIT and hold.

CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L



CATEGORY	A	B	C	D
LPV DA	1188-1¼ 345 (400-1¼)			NA
LNAV/VNAV DA	1529-2½ 686 (700-2½)			NA
LNAV MDA	1560-1 717 (800-1)		1560-2 717 (800-2)	NA
CIRCLING	1560-1 717 (800-1)		1560-2 717 (800-2)	NA

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NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg	4003
CH 93715	359°	TDZE	835
W36A		Apt Elev	843

RNAV (GPS) RWY 36

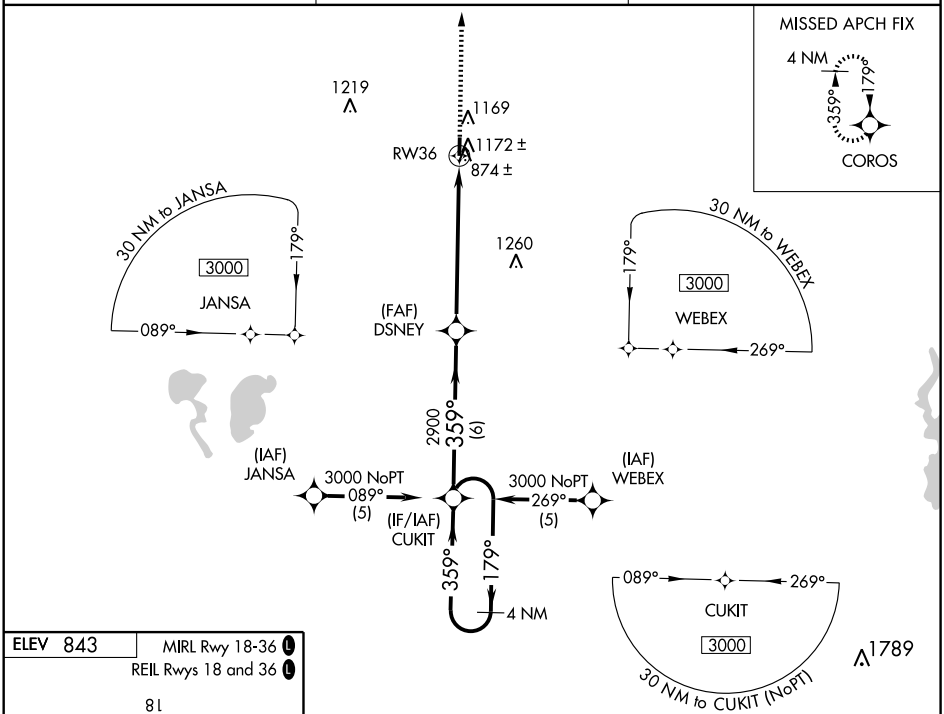
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

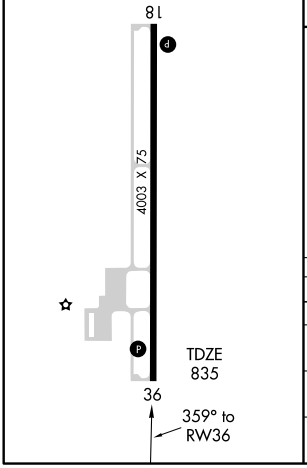
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

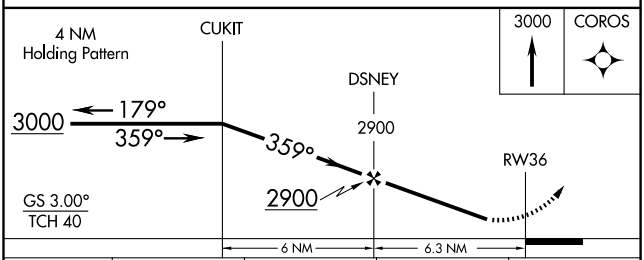
NA

MISSED APPROACH: Climb to 3000 direct COROS and hold.

CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L







CATEGORY	A	B	C	D
LPV DA	1238-1½ 403 (400-1½)			NA
LNAV/VNAV DA	1315-1¾ 480 (500-1¾)			NA
LNAV MDA	1500-1 665 (700-1)		1500-1¾ 665 (700-1¾)	NA
CIRCLING	1540-1 697 (700-1)		1540-2 697 (700-2)	NA

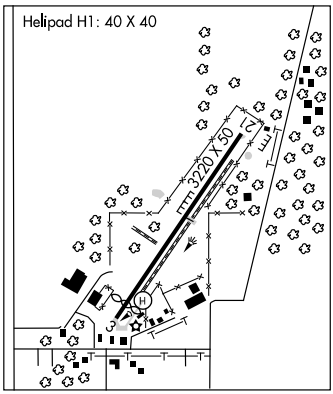
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

BROOKFIELD

NORTH CENTRAL MISSOURI RGNL (MO8) 2 E UTC−6(−5DT) N39°46.20′ W93°00.77′ — KANSAS CITY
843 B **FUEL** 100LL, JET A NOTAM FILE COU — L–27A
RWY 18–36: H4003X75 (CONC) S–12.5 MIRL — IAP
RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 47′. Tree. **RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended irregularly. Self–svc fuel avbl 24 hrs. For svc after hrs, call phone numbers posted on arpt management office door. Numerous waterfowl and deer on and invof arpt. Tower 319′ AGL, 3500′ north, 1925′ east of Rwy 18 end. ACTIVATE MIRL Rwy 18–36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 280° 25.5 NM to fld. 870/6E.

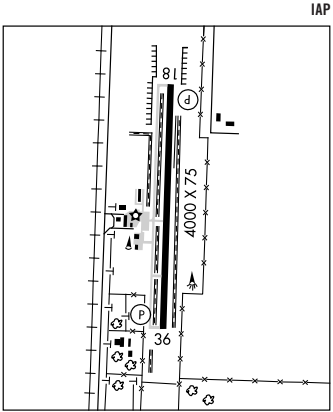
BUCKHORN N37°41.85′ W92°06.23′ NOTAM FILE TBN. — KANSAS CITY
NDB (MH) 391 BHN 323° 3.2 NM to Waynesville ST. Robert Rgnl Forney Fld. NDB unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends. — L–16G

BUFFALO MUNI (H17) 1 N UTC−6(−5DT) N37°39.25′ W93°05.22′ — KANSAS CITY
1154 B NOTAM FILE COU — L–16F
RWY 03–21: H3220X50 (ASPH) LIRL
RWY 03: Thld dsplcd 272′. Trees. **RWY 21:** Tree.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Ultralight acft on and invof apt. Rwy 03–21 width variance 50–52′. Insufficient rwy safety area length byd each rwy end, fences, brush, trees. ACTIVATE LIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 029° 21.4 NM to fld. 1240/4E. **HIWAS.**
• • • • • • • • • • • • • • • • •
HELIPAD H1: H40X40 (ASPH)
HELIPORT REMARKS: Helipad H1 perimeter lights. 5 landing direction lights extending NE. Apch slope 8 to 1 to helipad, from northeast, arpt bcn 260′ south of helipad, 5 to 1 aprch slope. ACTIVATE H1 perimeter lights—CTAF.



BUTLER N38°16.33′ W94°29.29′ NOTAM FILE COU. — KANSAS CITY
(H) VORTAC 115.9 BUM Chan 106 074° 7.1 NM to Butler Mem. 890/7E. **HIWAS.** — H–5C, L–10J, 16F

BUTLER MEM (BUM) 2 N UTC−6(−5DT) N38°17.39′ W94°20.41′ — KANSAS CITY
892 B S2 **FUEL** 100LL NOTAM FILE COU — L–16F
RWY 18–36: H4000X75 (ASPH–RFSC) S–12 MIRL 0.6% up S. — IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 37′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 36′.Trees.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Major power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195′ and +411′, approximately 7,000′ and 14,000′ S of Rwy 36 thld. PAPI Rwy 18 and Rwy 36 operates 24 hrs.
WEATHER DATA SOURCES: HIWAS 115.9 BUM.
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 115.9T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 074° 7.1 NM to fld. 890/7E. **HIWAS.**



APP CRS	Rwy Idg	4000
178°	TDZE	888
	Apt Elev	892

GPS RWY 18

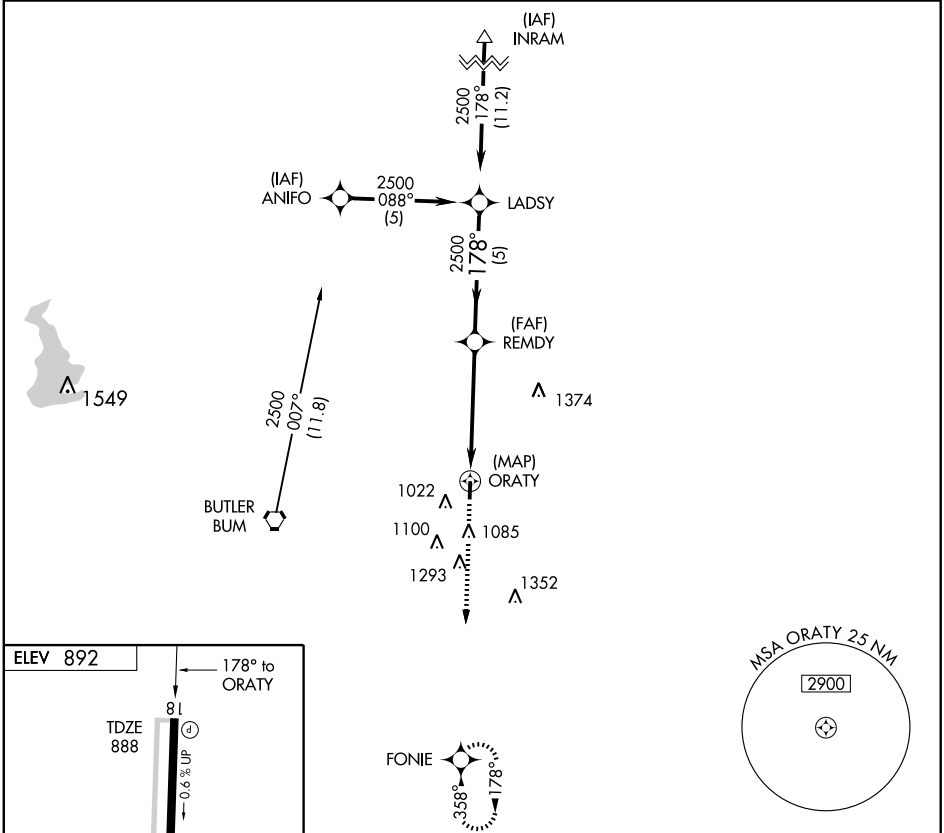
BUTLER MEMORIAL (BUM)

NA

Use Charles B.Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.

KANSAS CITY CENTER	CTAF
125.55 327.0	122.9



CATEGORY	A	B	C	D
S-18	1400-1	512 (600-1)	NA	
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg N/A TDZE N/A Apt Elev 892

VOR-A

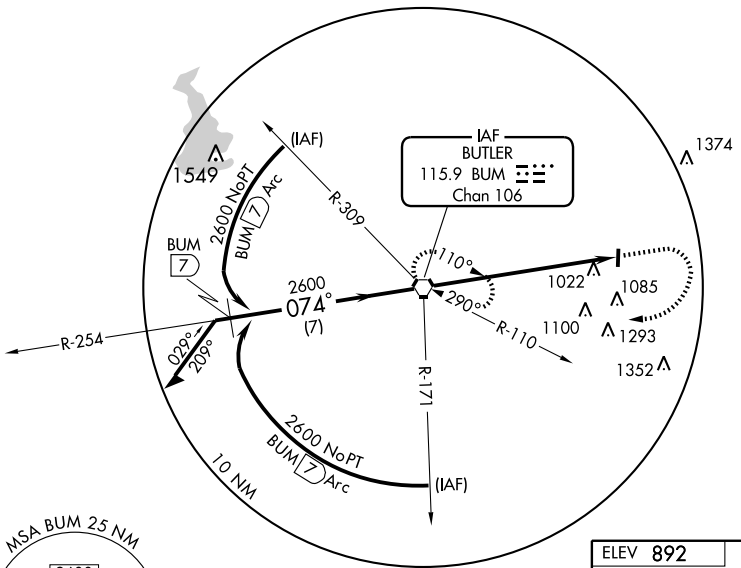
BUTLER MEMORIAL (BUM)

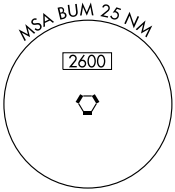
NA

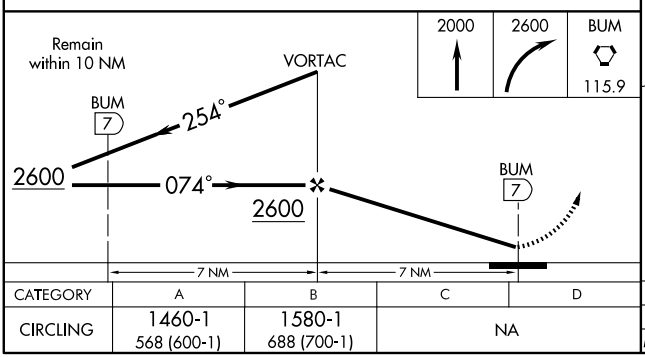
Use Charles B.Wheeler Downtown altimeter setting.

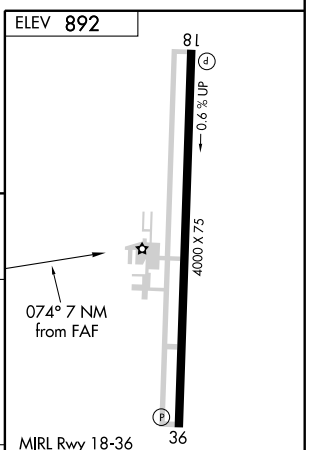
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.

KANSAS CITY CENTER	CTAF
125.55 327.0	122.9









CATEGORY	A	B	C	D
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

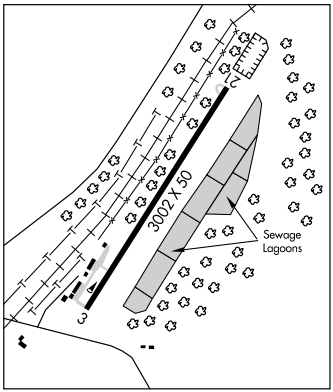
FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

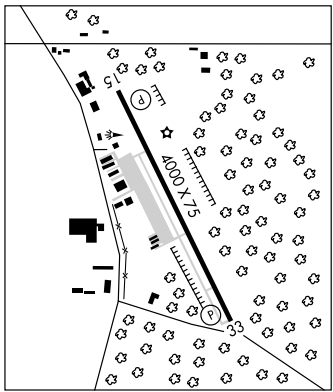
CABOOL MEM (TVB) 1 NE UTC−6(−5DT) N37°07.95′ W92°05.04′
1220 B **FUEL** 100LL, MOGAS NOTAM FILE COU
RWY 03–21: H3002X50 (ASPH–AFSC) S–4 MIRL 0.5% up SW
RWY 03: Road. Rgt tfc. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 201° 30.9 NM to fld. 1370/6E. **HIWAS.**

KANSAS CITY
L–16G
IAP



CAMDENTON MEM (H21) 3 SE UTC−6(−5DT) N37°58.44′ W92°41.47′
1062 B S4 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 15–33: H4000X75 (ASPH) S–12.5 MIRL 0.3% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Oct–Mar 1400–2300Z‡, Apr–Sep 1400–0100Z‡. For fuel after hrs call number on terminal door. When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and invof arpt. CAUTION: Ultralight activity on and invof arpt. Wildlife on and invof arpt. MIRL Rwy 15–33 dusk-0530Z‡. After 0530Z‡ ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MIZZU APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 222° 5.8 NM to fld. 910/5E.

KANSAS CITY
L–16G
IAP



RNAV (GPS) RWY 21

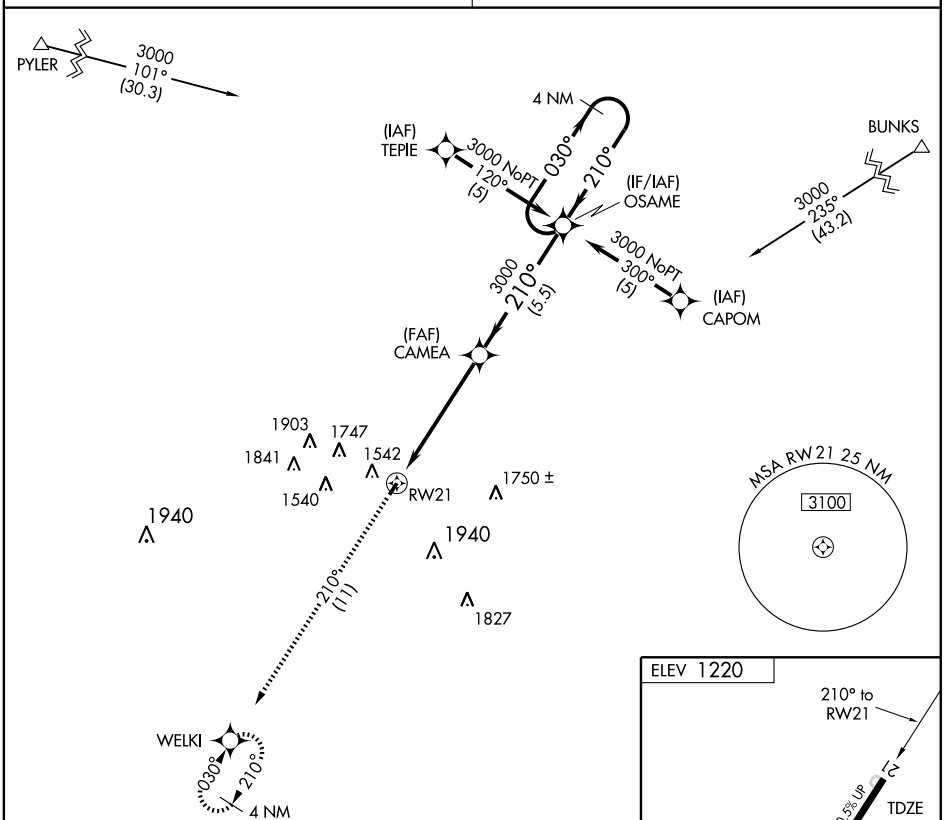
CABOOL MEMORIAL (TVB)

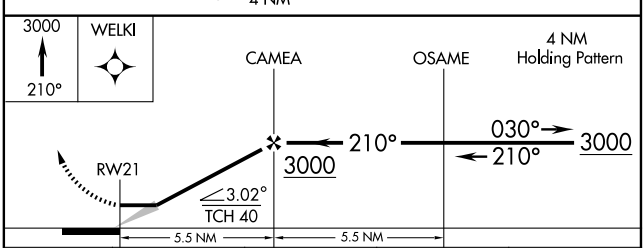
APP CRS	Rwy ldg	3002
210°	TDZE	1220
	Apt Elev	1220

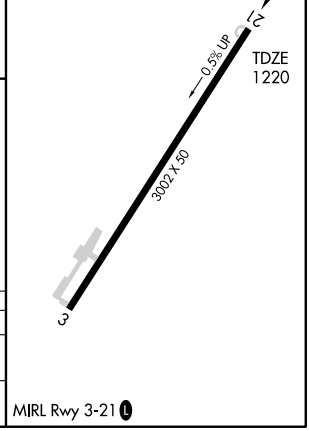
Use West Plains Muni altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1780-1 560 (600-1)		1780-1½ 560 (600-1½)	NA
CIRCLING	1920-1 700 (700-1)	1940-1 720 (800-1)	1960-2 740 (800-2)	NA

MIRL Rwy 3-21 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

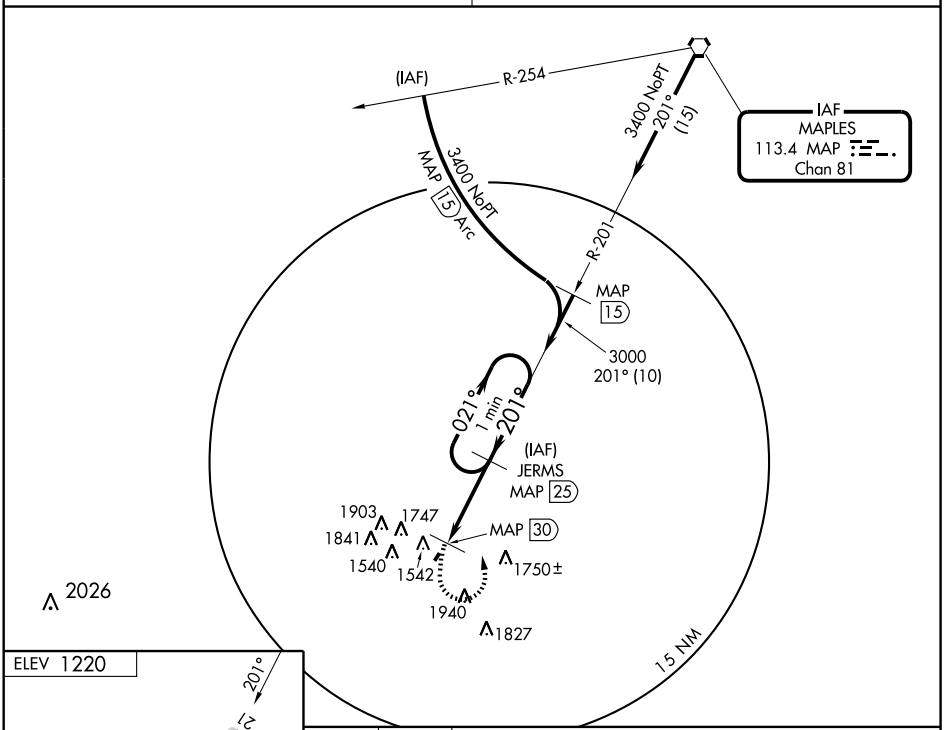
VORTAC MAP	APP CRS	Rwy Idg	3002
113.4	201°	TDZE	1217
Chan 81		Apt Elev	1220

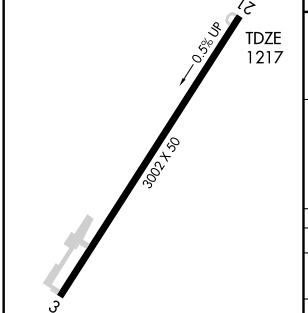
VOR/DME RWY 21
CABOOL MEMORIAL (TVB)

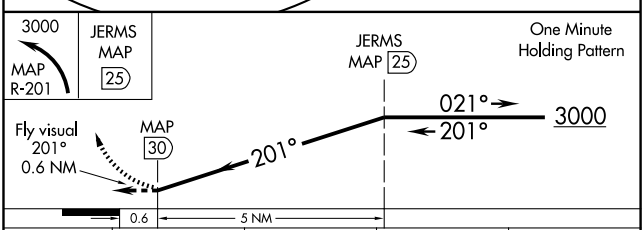
T NA — Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting. Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L







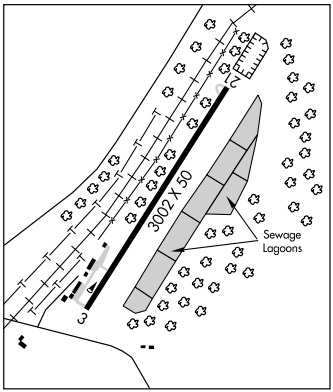
CATEGORY	A	B	C	D
S-21	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
CIRCLING	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-21	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA
CIRCLING	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA

MIRL Rwy 3-21 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

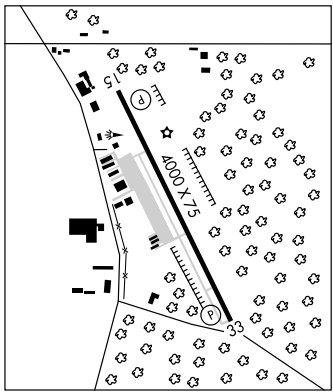
CABOOL MEM (TVB) 1 NE UTC−6(−5DT) N37°07.95′ W92°05.04′
1220 B **FUEL** 100LL, MOGAS NOTAM FILE COU
RWY 03–21: H3002X50 (ASPH–AFSC) S–4 MIRL 0.5% up SW
RWY 03: Road. Rgt tfc. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 201° 30.9 NM to fld. 1370/6E. **HIWAS.**

KANSAS CITY
L–16G
IAP



CAMDENTON MEM (H21) 3 SE UTC−6(−5DT) N37°58.44′ W92°41.47′
1062 B S4 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 15–33: H4000X75 (ASPH) S–12.5 MIRL 0.3% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Oct–Mar 1400–2300Z‡, Apr–Sep 1400–0100Z‡. For fuel after hrs call number on terminal door. When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and invof arpt. CAUTION: Ultralight activity on and invof arpt. Wildlife on and invof arpt. MIRL Rwy 15–33 dusk-0530Z‡. After 0530Z‡ ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MIZZU APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 222° 5.8 NM to fld. 910/5E.

KANSAS CITY
L–16G
IAP



APP CRS	Rwy Idg	4000
332°	TDZE	1062
	Apt Elev	1062

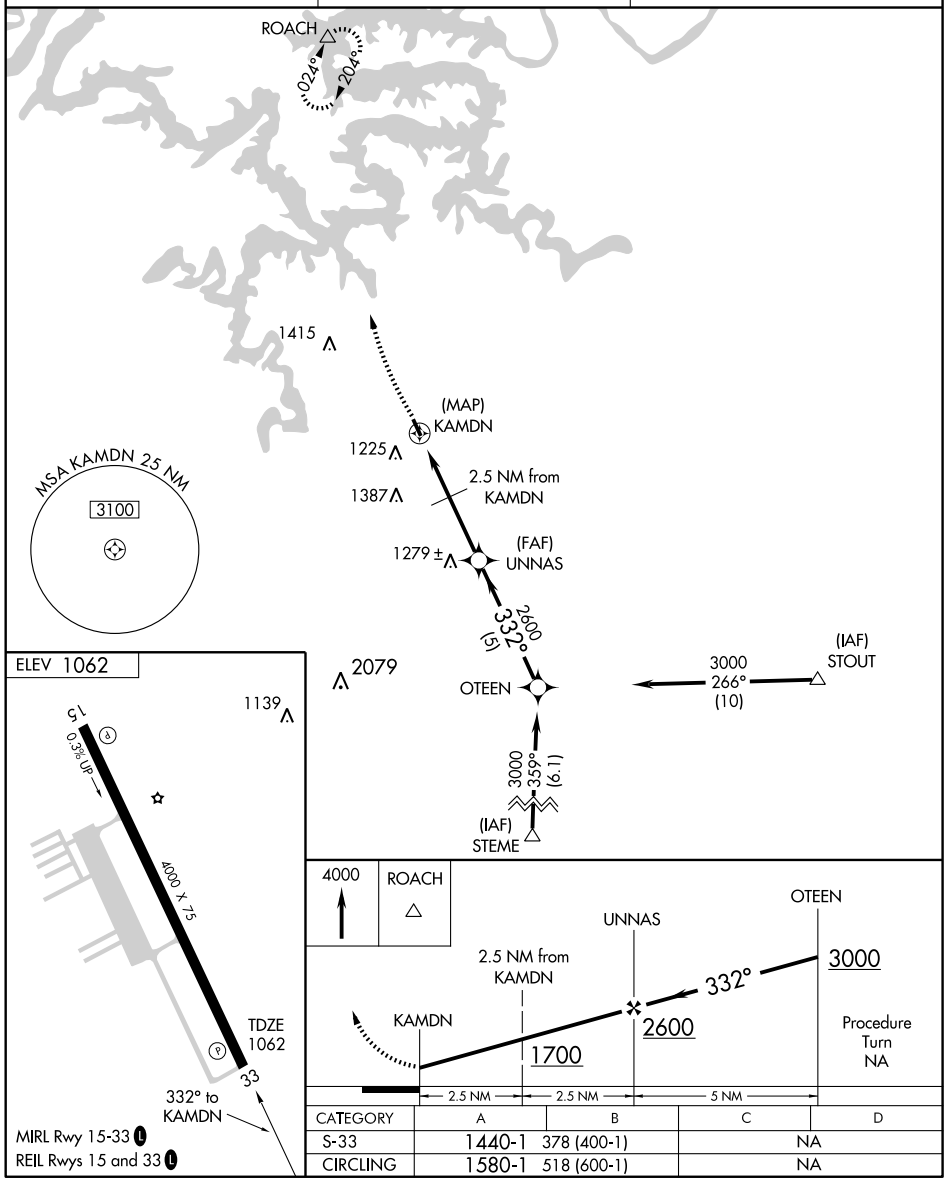
GPS RWY 33
CAMDENTON MEMORIAL (H21)

NA

Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 4000 direct ROACH WP and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1440-1	378 (400-1)	NA	
CIRCLING	1580-1	518 (600-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME SHY 108.4 Chan 21	APP CRS 222°	Rwy Idg N/A TDZE N/A Apt Elev 1062

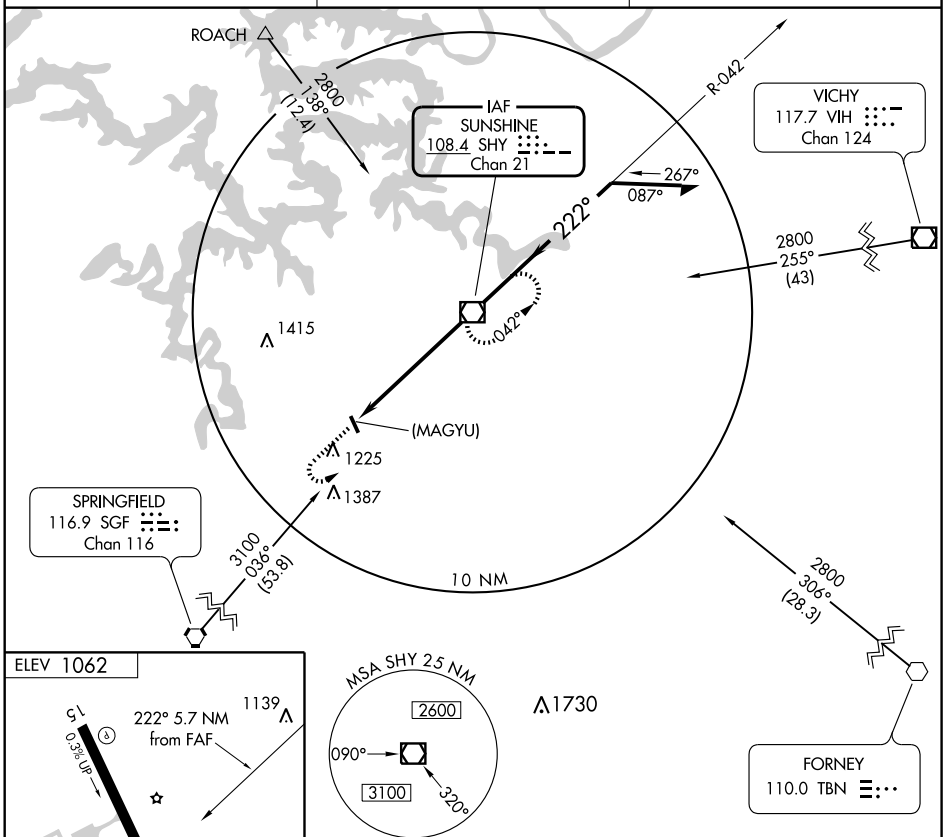
VOR or GPS-A

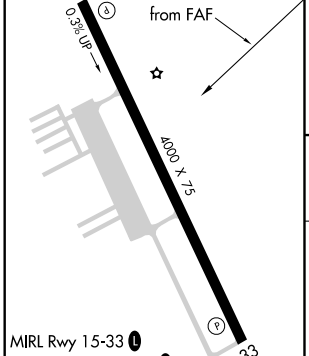
CAMDENTON MEMORIAL (H21)

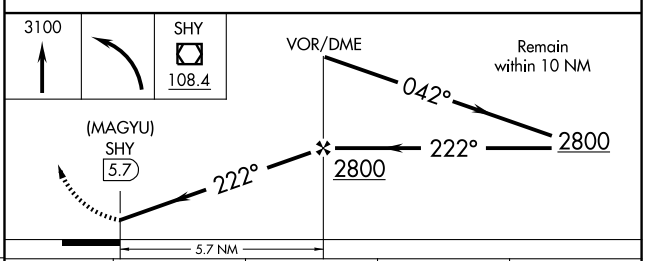
T NA Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	1580-1	518 (600-1)	1580-1½ 518 (600-1½)	1620-2 558 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

CAMERON MEM (EZZ) 2 SW UTC−6(−5DT) N39°43.65′ W94°16.58′

KANSAS CITY
L–27A
IAP

1040 B **FUEL** 100LL NOTAM FILE COU

RWY 17–35: H4000X75 (CONC) S–30 MIRL 0.4% up N

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 21′.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 22′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡, Sat irregularly. Automated self fuel avbl 24 hrs. MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35 opr dusk–0600Z‡, after 0600Z‡ ACTIVATE and incr ints—CTAF.

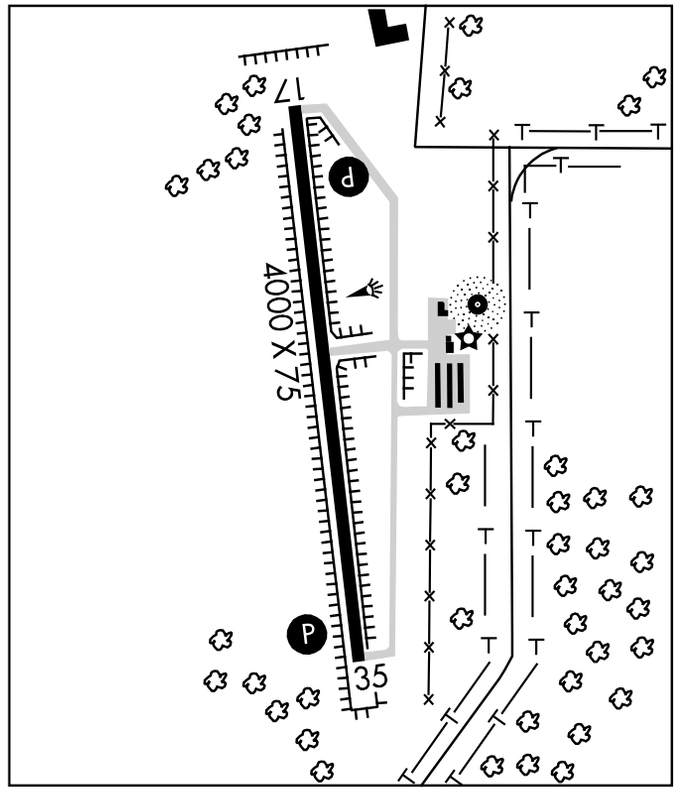
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 121.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 107° 33.1 NM to fld. 1160/8E.

NDB (MHW) 394 EZZ N39°43.76′ W94°16.34′ at fld. NOTAM FILE COU.



CAMPBELL MUNI (34M) 3 E UTC−6(−5DT) N36°29.16′ W90°00.94′

ST. LOUIS
L–16H

284 NOTAM FILE STL

RWY 18–36: H3000X50 (ASPH) LIRL (NSTD)

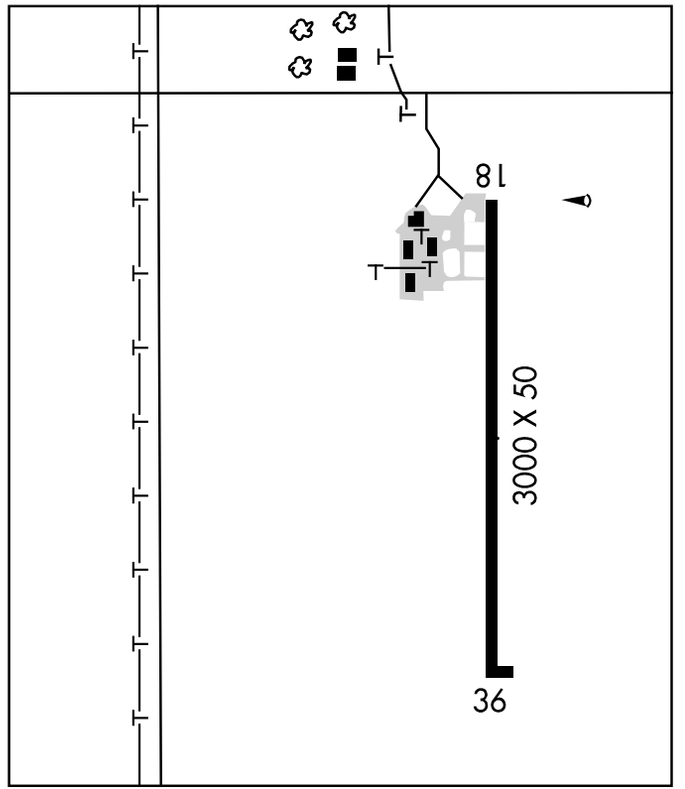
RWY 18: Road.

AIRPORT REMARKS: Attended 1400–2300Z‡. Crop dusting acft on and invof arpt. Rwy 18–36 NSTD LIRL, Rwy 18 thld lgts incorrectly spaced. All apron and twy pavement in poor condition with numerous cracks, loose aggregate, fod.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 228° 6.5 NM to fld. 280/3E.



NDB EZZ 394	APP CRS 004°	Rwy Idg 4000 TDZE 1035 Apt Elev 1040

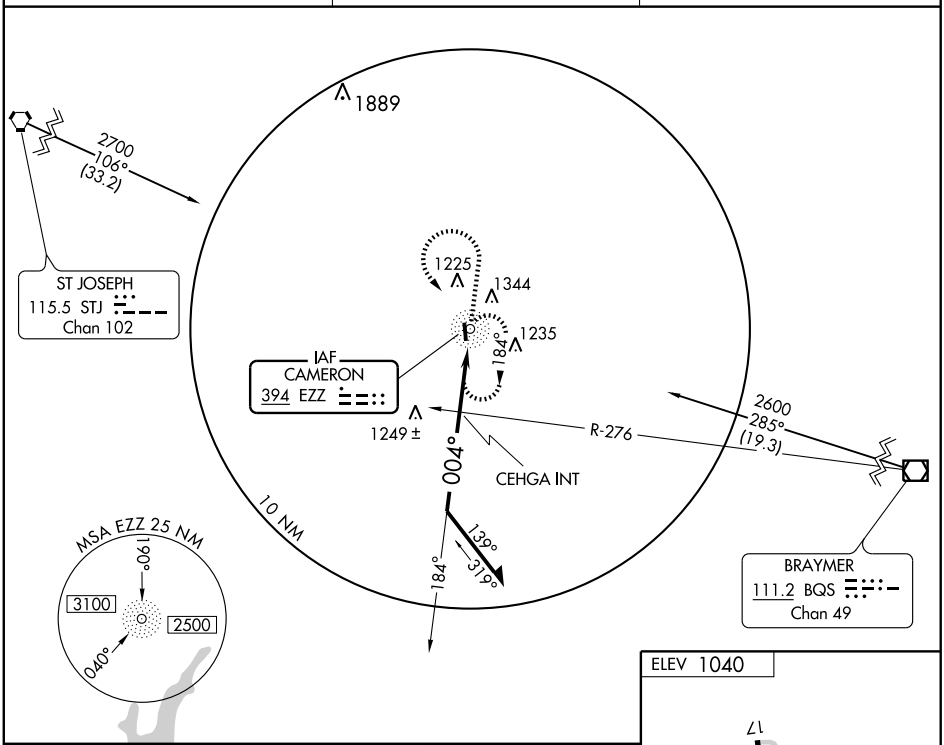
NDB RWY 35

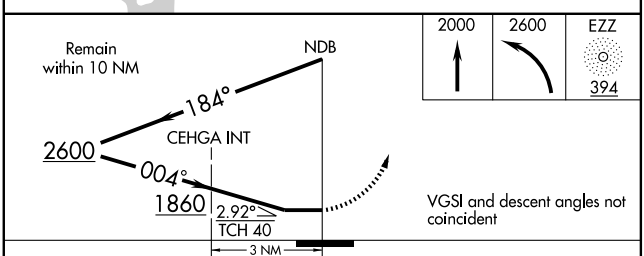
CAMERON MEMORIAL (EZZ)

T
A NA Visibility reduction by helicopters NA. Use Kansas City Intl altimeter setting.

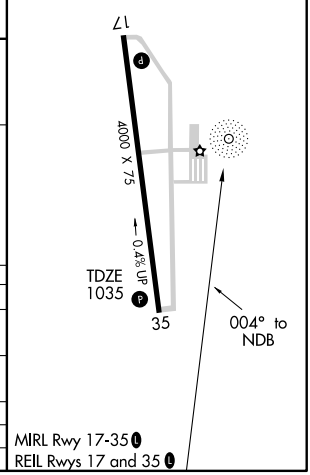
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct EZZ NDB and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	1860-1 825 (900-1)	1860-1¼ 825 (900-1¼)	NA	
CIRCLING	1860-1 820 (900-1)	1860-1¼ 820 (900-1¼)	NA	
CEHGA FIX MINIMUMS				
S-35	1640-1 605 (600-1)		NA	
CIRCLING	1740-1 700 (700-1)		NA	



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

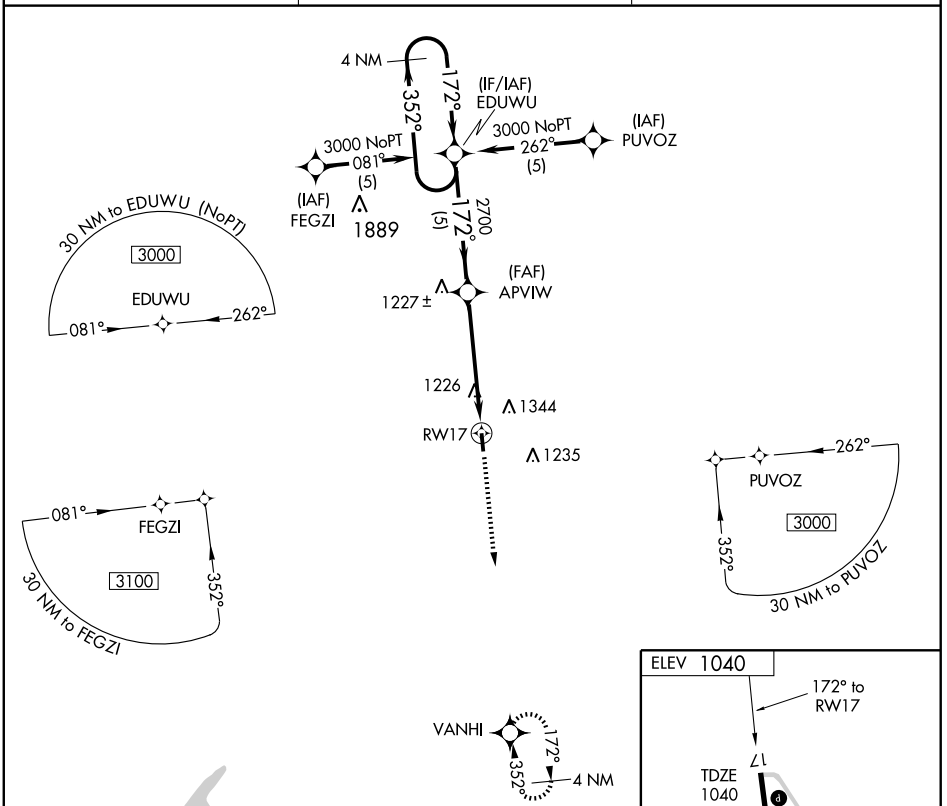
WAAS	APP CRS	Rwy Idg	4000
CH 82017	172°	TDZE	1040
W17A		Apt Elev	1040

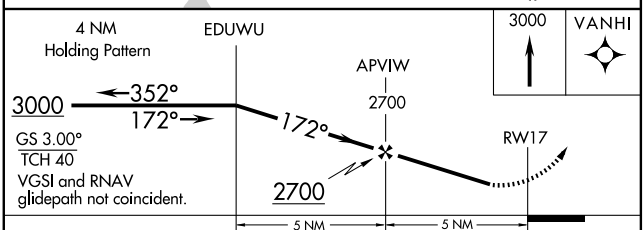
RNAV (GPS) RWY 17
CAMERON MEMORIAL (EZZ)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

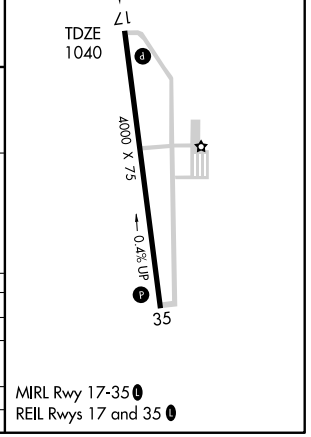
MISSED APPROACH: Climb to 3000 direct VANHI and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1368-1¼	328 (400-1¼)	NA	
LNAV/VNAV DA	1621-2	581 (600-2)	NA	
LNAV MDA	1560-1	520 (600-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

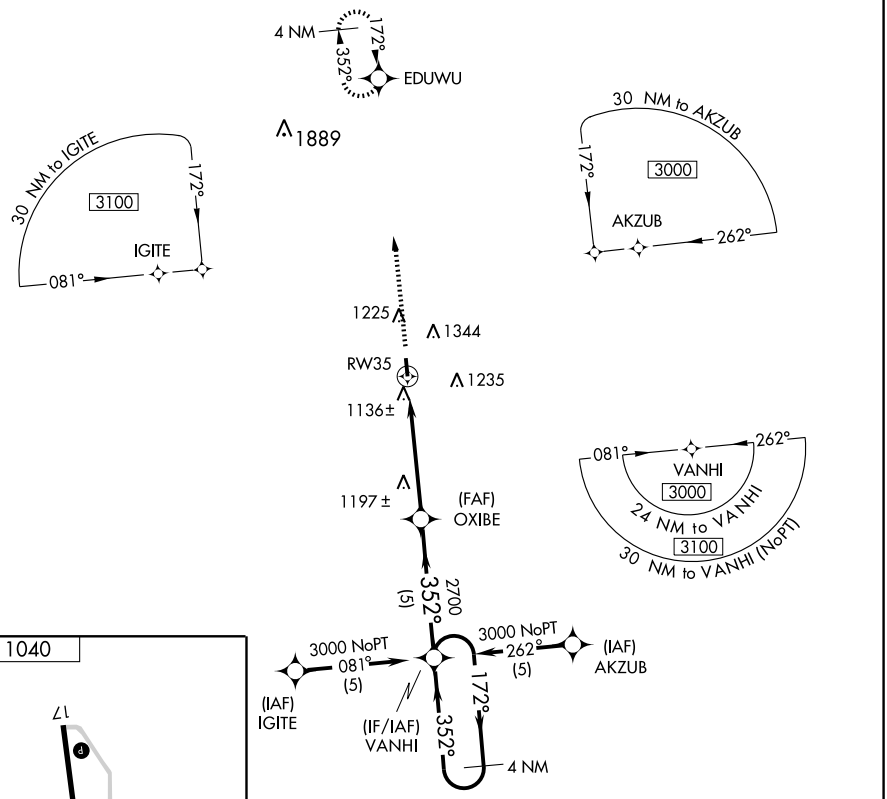
WAAS	APP CRS	Rwy Idg	4000
CH 77717	352°	TDZE	1035
W35A		Apt Elev	1040

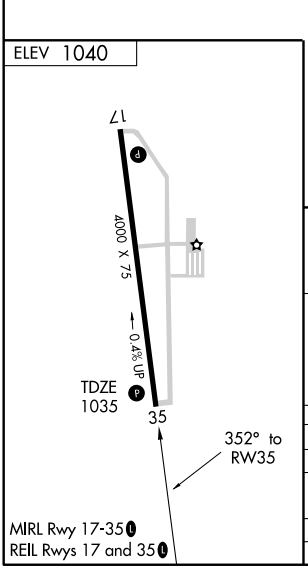
RNAV (GPS) RWY 35
CAMERON MEMORIAL (EZZ)

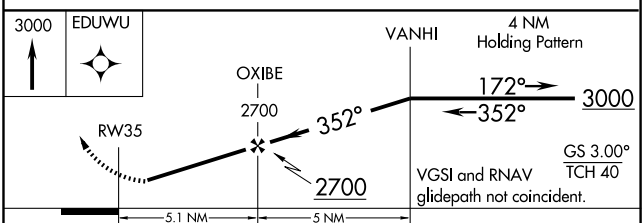
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDUWU and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L







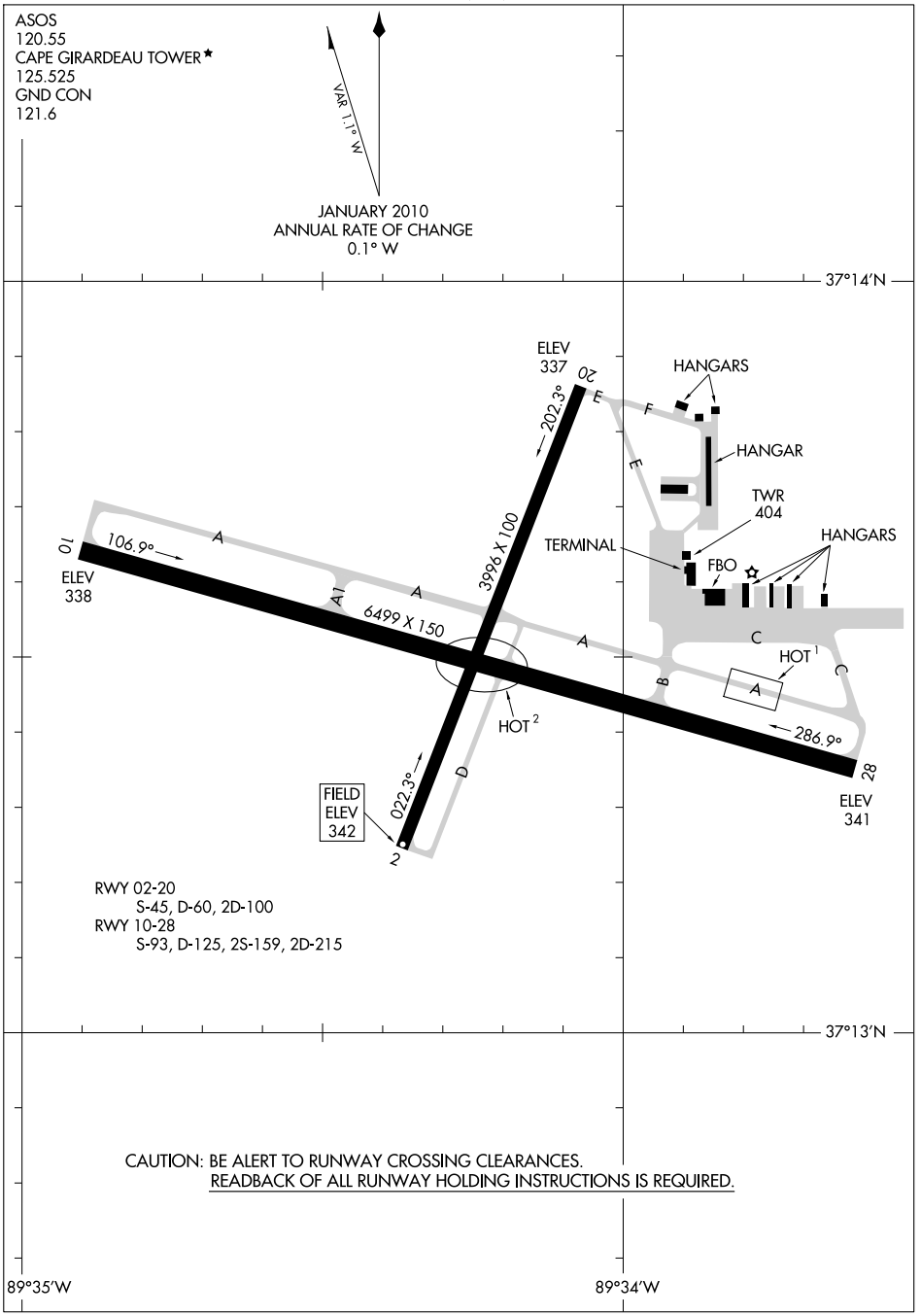
CATEGORY	A	B	C	D
LPV DA	1363-1¼	328 (400-1¼)	NA	
LNAV/VNAV DA	1515-1¾	480 (500-1¾)	NA	
LNAV MDA	1520-1	485 (500-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI

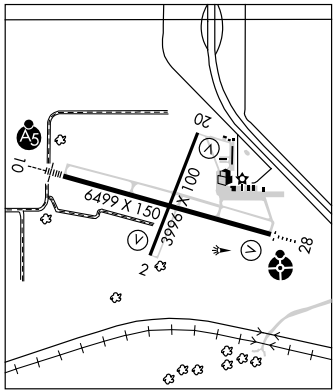
AL-943 (FAA)



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

CAPE GIRARDEAU RGNL (CGI) 5 SW UTC−6(−5DT) N37°13.52′ W89°34.25′ **ST LOUIS**
342 B S4 **FUEL** 100LL, JET A OX 3 Class III, ARFF Index A NOTAM FILE CGI **H–5D, L–16H**
RWY 10–28: H6499X150 (CONC–GRVD) S–93, D–125, 2S–159, 2D–215 HIRL **IAP, AD**
RWY 10: MALSR.
RWY 28: ODALS. VASI(V4L)—GA 3.0° TCH 38′. Tree.
RWY 02–20: H3996X100 (ASPH–CONC) S–45, D–60, 2D–100 MIRL
RWY 02: VASI(V4L)—GA 4.0° TCH 52′. Tree.
RWY 20: VASI(V4L)—GA 3.0° TCH 45′.
AIRPORT REMARKS: Attended Mon–Sat 1100–0400Z‡, Sun 1200–0400Z‡. For svc after hrs call 573–335–6631 Mon–Sat, 573–335–6632 Sun. Northern 100′ Twy C not visible fm twr. As a Class III arpt, CLOSED to air carrier ops with more than 30 passenger seats. Ctc arpt manager 573–334–6230 for information. ACTIVATE MALSR Rwy 10 and ODALS Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 120.55 (573) 335–3811.
COMMUNICATIONS: CTAF 125.525 **UNICOM** 122.95
RCO 122.1R 112.9T (ST LOUIS RADIO)
RCO 122.4 (ST LOUIS RADIO)
MEMPHIS CENTER APP/DEP CON 133.65
TOWER 125.525 (1300–2300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–2300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CGI.
(L) VOR/DME 112.9 CGI Chan 76 N37°13.65′ W89°34.34′ at fld. 340/1E.
DUTCH NDB (LOM) 248 CG N37°15.21′ W89°42.04′ 103° 6.5 NM to fld.
ILS/DME 109.5 I–CGI Chan 32 Rwy 10 LOM DUTCH NDB. ILS unmonitored when twr clsd. LOC back course unusable byd 20° left of course.
COMM/NAV/WEATHER REMARKS: Cape Girardeau RCO frequency 121.5 unmonitored 0000–1200Z‡.



CAPT BEN SMITH AIRFIELD–MONROE CITY (See MONROE CITY)

CARDINAL N38°45.16′ W90°21.65′ NOTAM FILE STL **ST. LOUIS**
(H)VORW/DME 116.45 CSX Chan 111(Y) at Lambert–St Louis Intl. 530/0E. **H–5D, L–27B, A**
VOR/DME unusable 164°–234° byd 15 NM blo 3,000′, 164°–234° byd 24NM blo 4,500′.
DME portion unusable:
027°–033° byd 30 NM blo 4,500′ 164°–234° byd 15 NM blo 4,500′
041°–138° byd 25 NM blo 4,500′ 300°–016° byd 33 NM blo 4,500′.

CARROLLTON MEM (K26) 3 S UTC−6(−5DT) N39°18.73′ W93°30.39′ **KANSAS CITY**
670 B **FUEL** 100LL NOTAM FILE COU
RWY 18–36: H2600X50 (ASPH–AFSC) MIRL
RWY 18: Brush. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. Fuel self–serve fuel with credit card. Low level crops within 60′ of rwy centerline. MIRL Rwy 18–36 preset on low ints.
COMMUNICATIONS: CTAF 122.9

LOC I-CGI	APP CRS	Rwy Idg	6499
109.5	105°	TDZE	338
Chan 32		Apt Elev	342

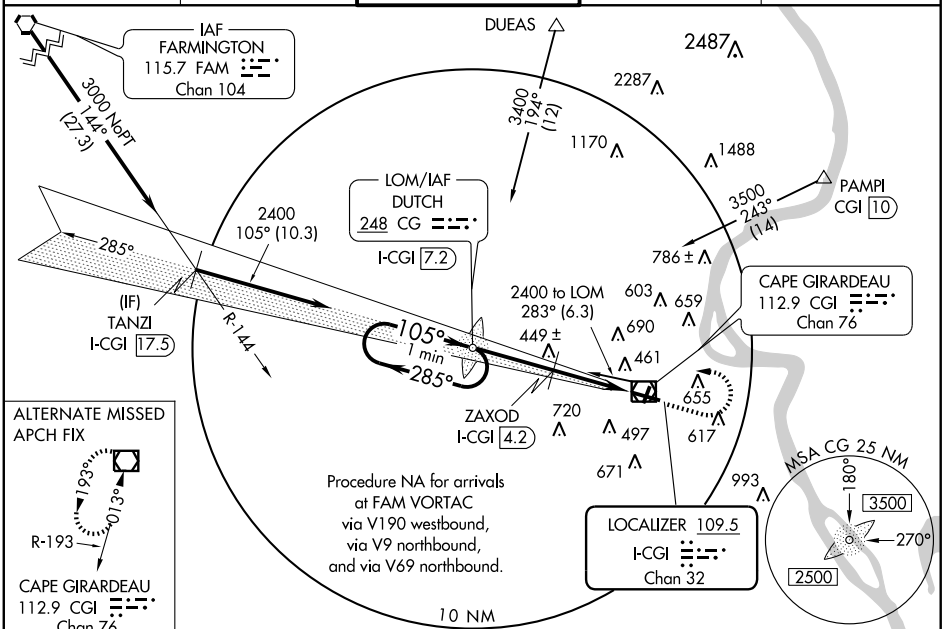
ILS or LOC RWY 10
CAPE GIRARDEAU RGNL (CGI)

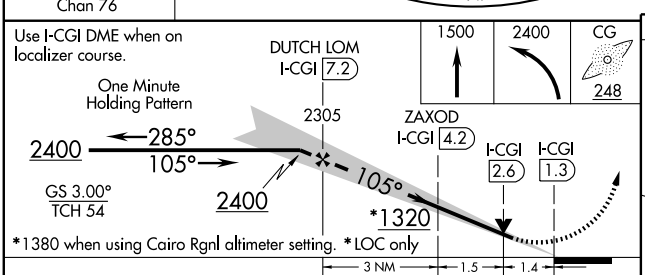
When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.

MALSR

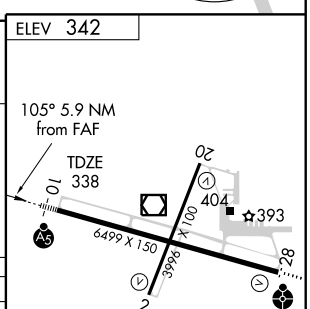
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95





*1380 when using Cairo Rgnl altimeter setting. *LOC only



CATEGORY	A	B	C	D
S-ILS 10	538-½ 200 (200-½)			
S-LOC 10	1320-¾ 982 (1000-¾)	1320-1 982 (1000-1)	1320-2½ 982 (1000-2½)	
CIRCLING	1320-1¼ 978 (1000-1¼)	1320-1½ 978 (1000-1½)	1320-3 978 (1000-3)	
ZAXOD FIX MINIMUMS				
S-LOC 10	860-½ 522 (600-½)		860-1 522 (600-1)	860-1¼ 522 (600-1¼)
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-CGI	APP CRS	Rwy Idg	6499
109.5	285°	TDZE	341
Chan 32		Apt Elev	342

LOC/DME BC RWY 28

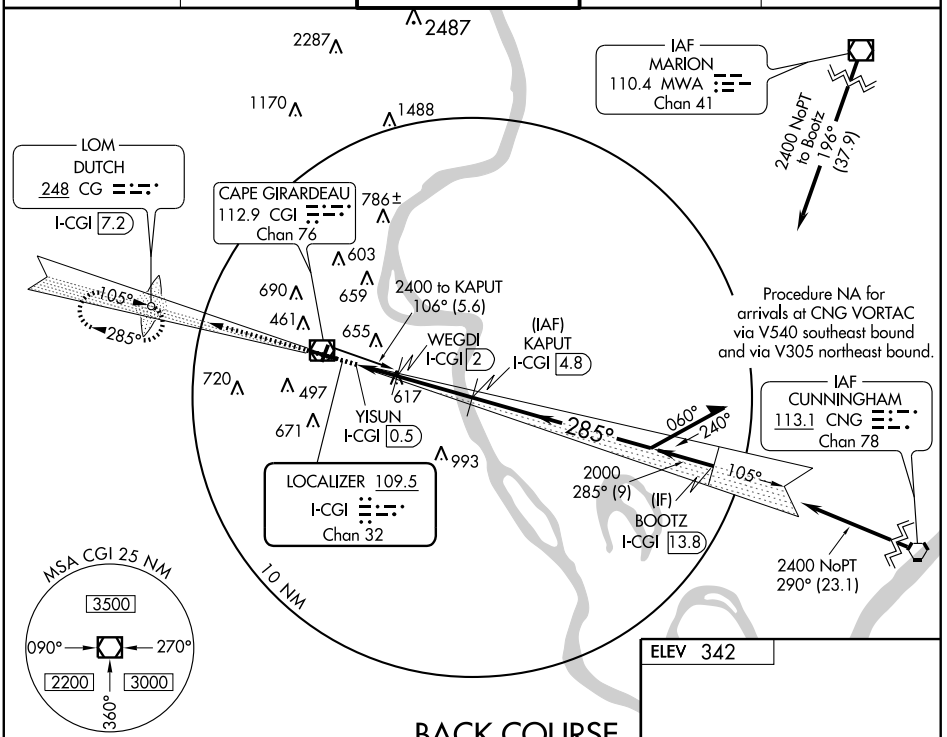
CAPE GIRARDEAU RGNL (CGI)

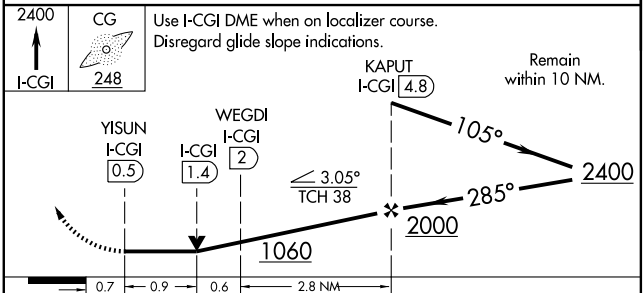
Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.

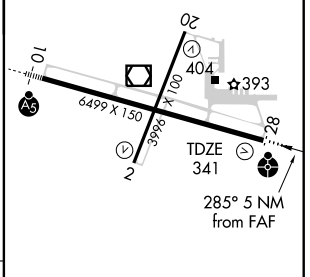
ODALS

MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-28	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6499
CH 61399	105°	TDZE	338
W10A		Apt Elev	342

RNAV (GPS) RWY 10

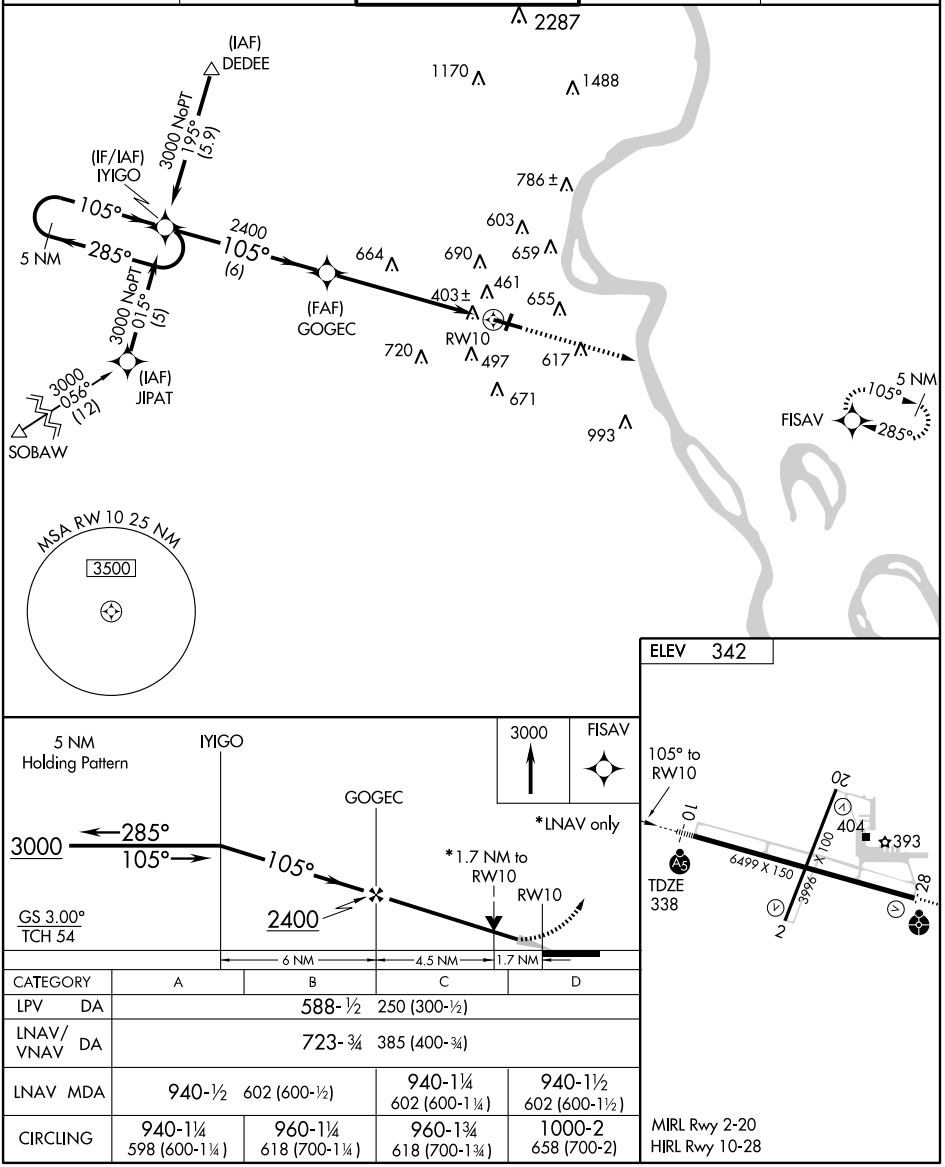
CAPE GIRARDEAU RGNL (CGI)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to ¾.

MALSR

MISSED APPROACH: Climb to 3000 direct FISAV and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95



CATEGORY	A	B	C	D
LPV DA	588-½ 250 (300-½)			
LNAV/VNAV DA	723-¾ 385 (400-¾)			
LNAV MDA	940-½ 602 (600-½)		940-1¼ 602 (600-1¼)	940-1½ 602 (600-1½)
CIRCLING	940-1¼ 598 (600-1¼)	960-1¼ 618 (700-1¼)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6499
CH 90199	285°	TDZE	341
W28A		Apt Elev	342

RNAV (GPS) RWY 28

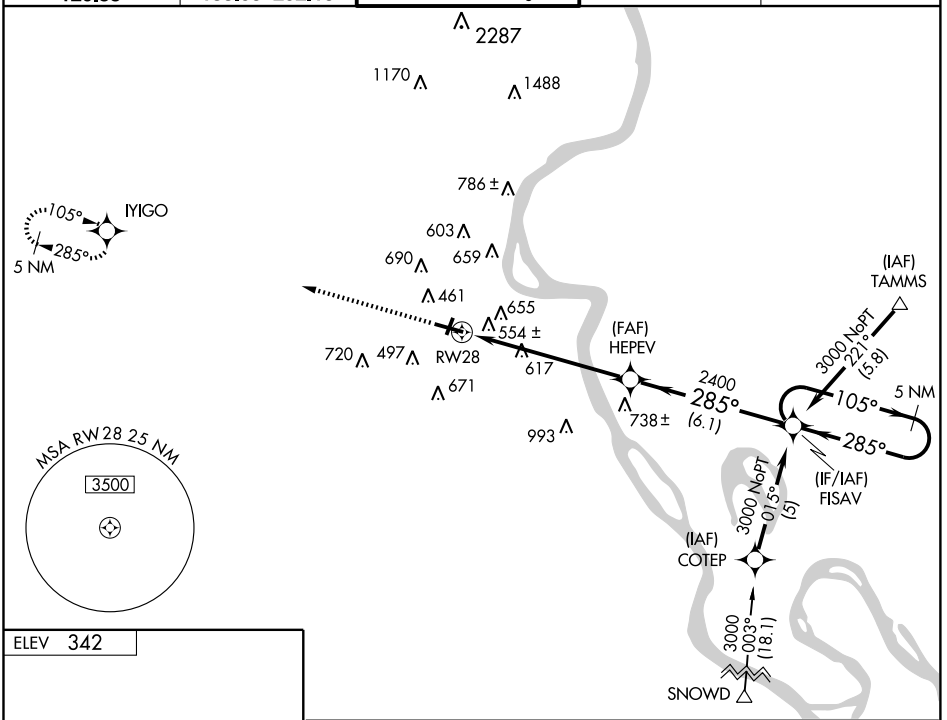
CAPE GIRARDEAU RGNL (CGI)

DME/DME RNP- 0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

ODALS

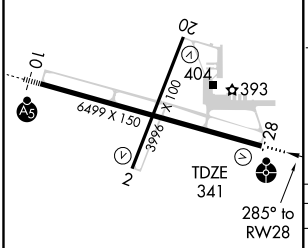
MISSED APPROACH: Climb to 3000 direct IYIGO and hold.

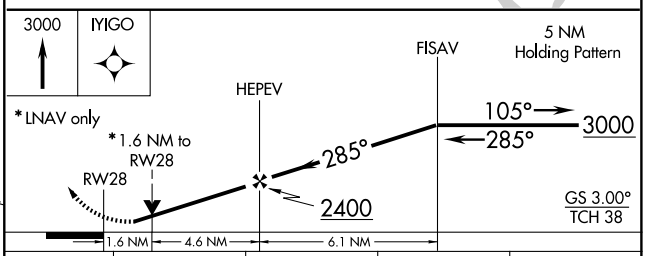
ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010





CATEGORY	A	B	C	D
LPV DA	718-1¼ 377 (400-1¼)			
LNAV/VNAV DA	948-2¼ 607 (700-2¼)			
LNAV MDA	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	960-2 ¼ 618 (700-2¼)			1000-2¼ 658 (700-2¼)

MIRL Rwy 2-20
HIRL Rwy 10-28

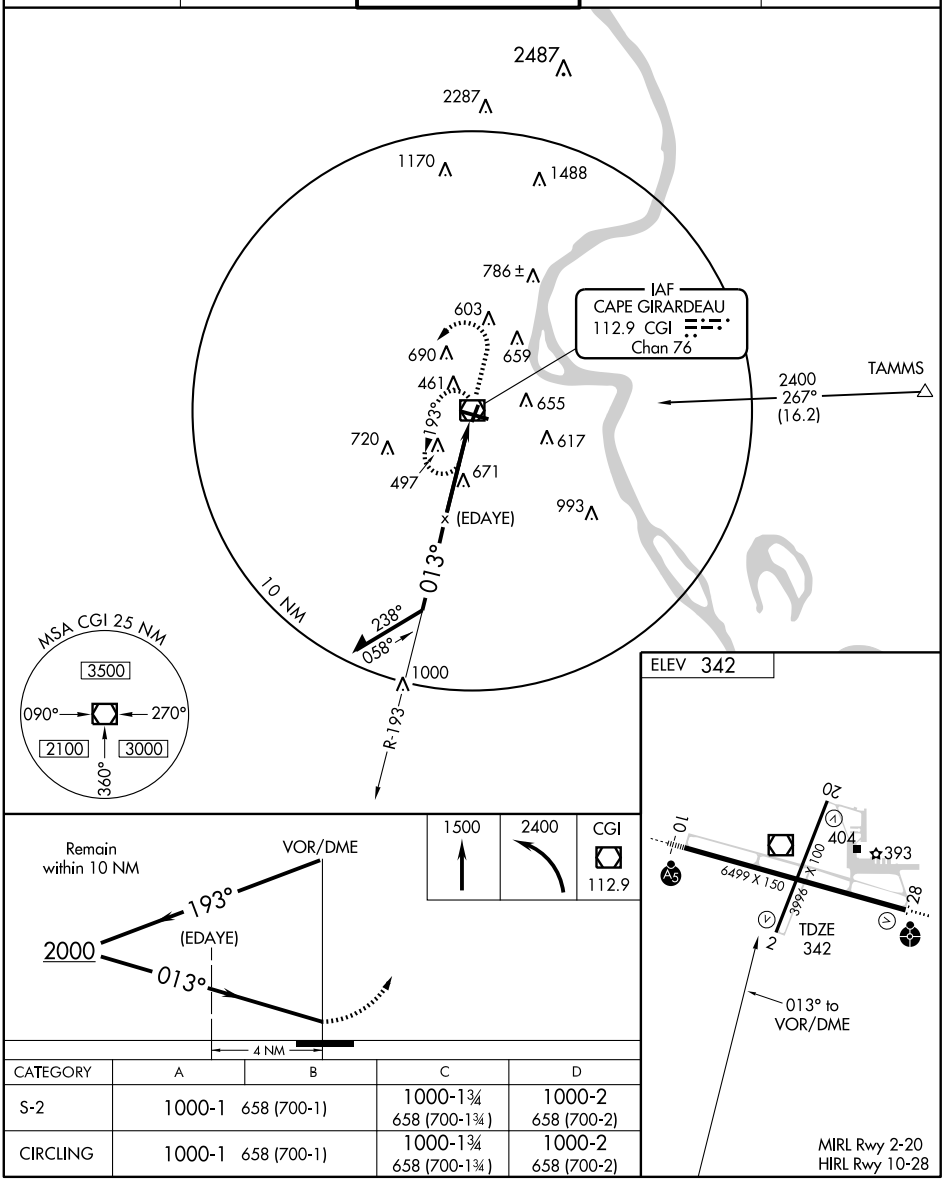
VOR/DME CGI	APP CRS	Rwy Idg 3996
112.9	013°	TDZE 342
Chan 76		Apt Elev 342

VOR or GPS RWY 2

CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-2	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)
CIRCLING	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME CGI	APP CRS	Rwy Idg 6499
112.9	098°	TDZE 338
Chan 76		Apt Elev 342

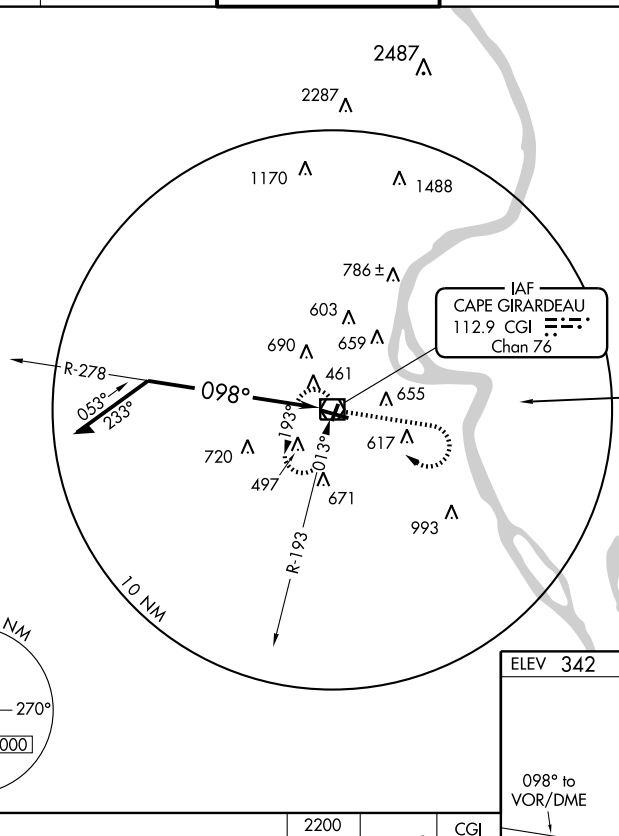
VOR RWY 10

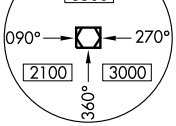
CAPE GIRARDEAU RGNL (CGI)

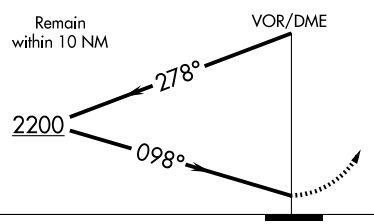
MALSR

MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.

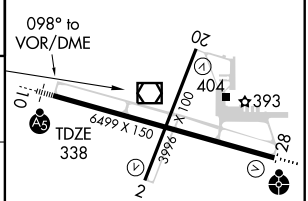
ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







2200		CGI 112.9

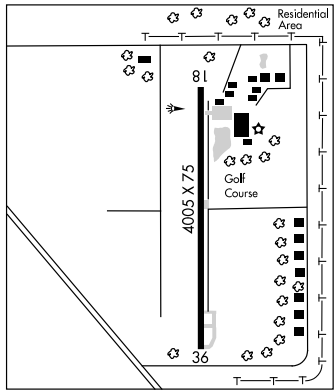


CATEGORY	A	B	C	D
S-10	980-½ 642 (700-½)		980-1¼ 642 (700-1¼)	980-1½ 642 (700-1½)
CIRCLING	980-1 638 (700-1)		980-1¾ 638 (700-1¾)	1000-2 658 (700-2)

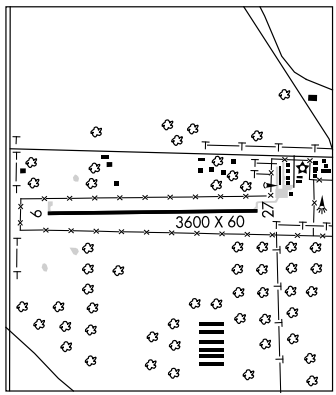
MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

CARUTHERSVILLE MEM (MØ5) 1 SW UTC−6(−5DT) N36°10.15′ W89°40.59′ ST LOUIS
268 B **FUEL** 100LL, JET A NOTAM FILE STL L–16H
RWY 18–36: H4005X75 (ASPH) MIRL IAP
RWY 18: Trees. Rgt tfc. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 134.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 294° 19.6 NM to fld. 380/3E. **HIWAS.**



CASSVILLE MUNI (94K) 2 NW UTC−6(−5DT) N36°41.85′ W93°54.03′ KANSAS CITY
1482 B S2 **FUEL** 100LL NOTAM FILE COU L–16F
RWY 09–27: H3600X60 (ASPH) S–8 MIRL 0.3% up W IAP
RWY 09: Tree. **RWY 27:** P-line.
AIRPORT REMARKS: Unattended. 100LL self svc avbl with credit card only. For fuel call phone number on terminal building. ACTIVATE MIRL Rwy 09–27 —CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 101° 27.2 NM to fld. 1200/7E.



CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70′ W89°21.41′ NOTAM FILE STL. ST LOUIS
NDB (MHW) 208 CHQ at Mississippi Co. L–16H

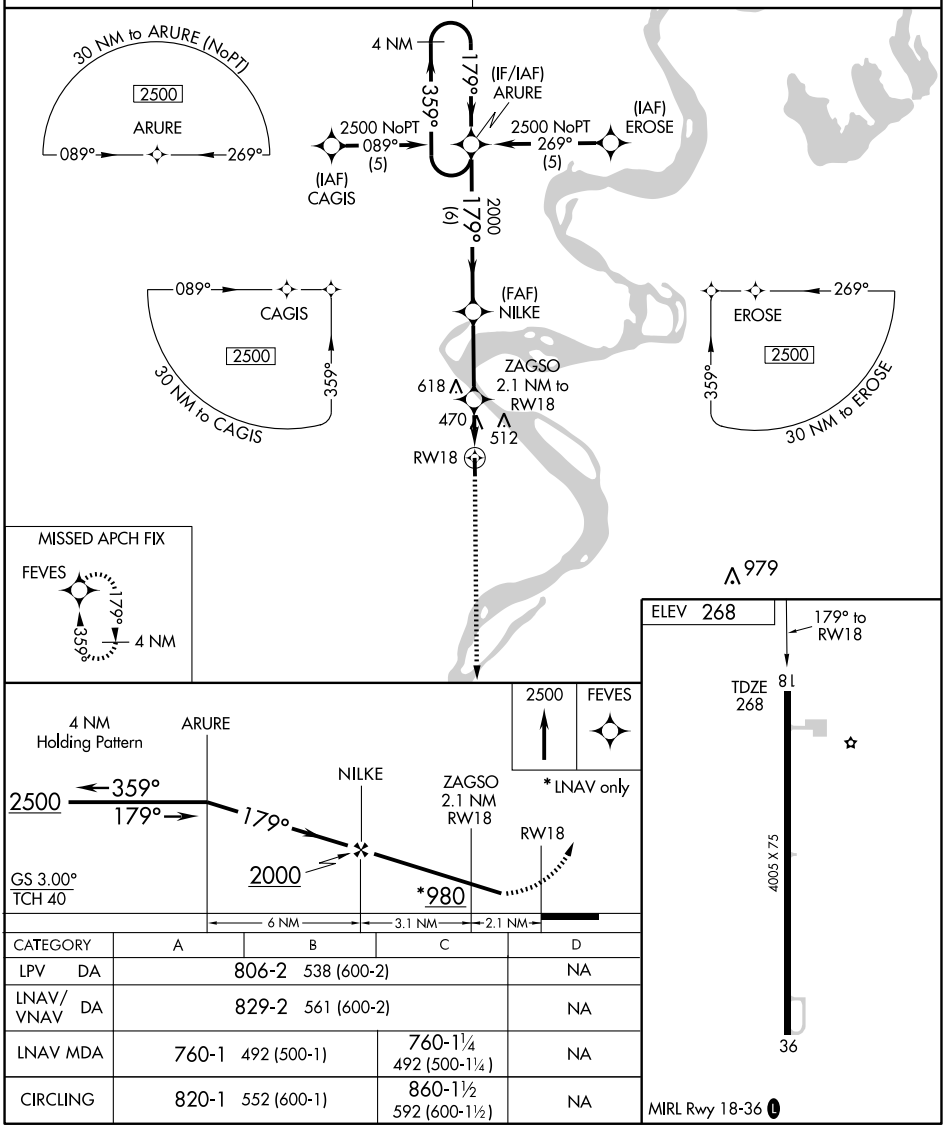
WAAS	APP CRS	Rwy Idg	4005
CH 78109	179°	TDZE	268
W18A		Apt Elev	268

RNAV (GPS) RWY 18
CARUTHERSVILLE MEMORIAL (M05)

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct FEVES and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L



CATEGORY	A	B	C	D
LPV DA	806-2 538 (600-2)			NA
LNAV/VNAV DA	829-2 561 (600-2)			NA
LNAV MDA	760-1 492 (500-1)		760-1¼ 492 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4005
CH 77609	359°	TDZE	266
W36A		Apt Elev	268

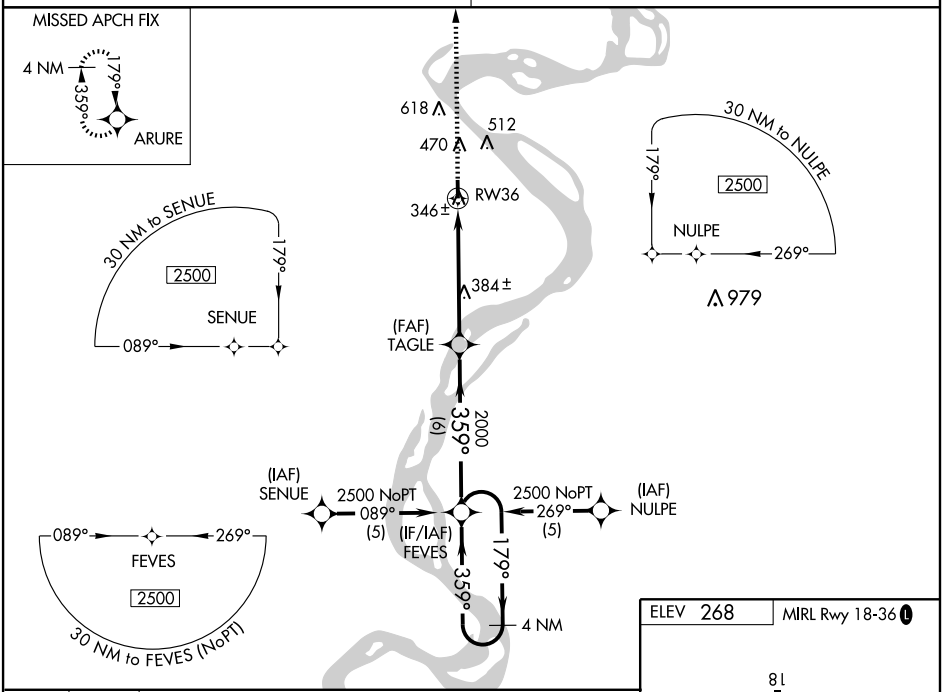
RNAV (GPS) RWY 36
CARUTHERSVILLE MEMORIAL (M05)

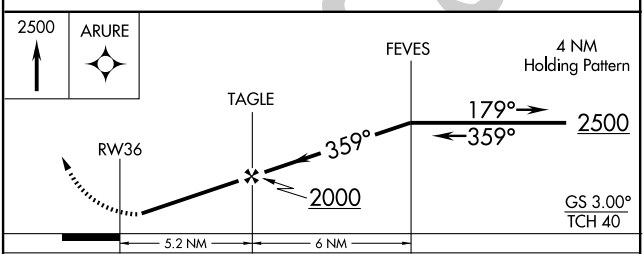
T
NA

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

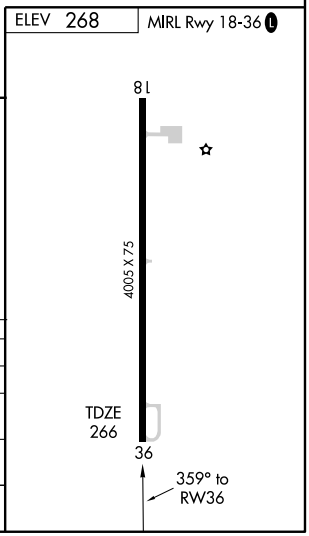
MISSED APPROACH: Climb to 2500 direct ARURE and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L





CATEGORY	A	B	C	D
LPV DA	631-1¼ 365 (400-1¼)			NA
LNAV/VNAV DA	695-1½ 429 (500-1½)			NA
LNAV MDA	680-1 414 (500-1)		680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAW	APP CRS	Rwy Idg	4005
111.2	150°	TDZE	268
Chan 49		Apt Elev	268

VOR/DME RWY 18

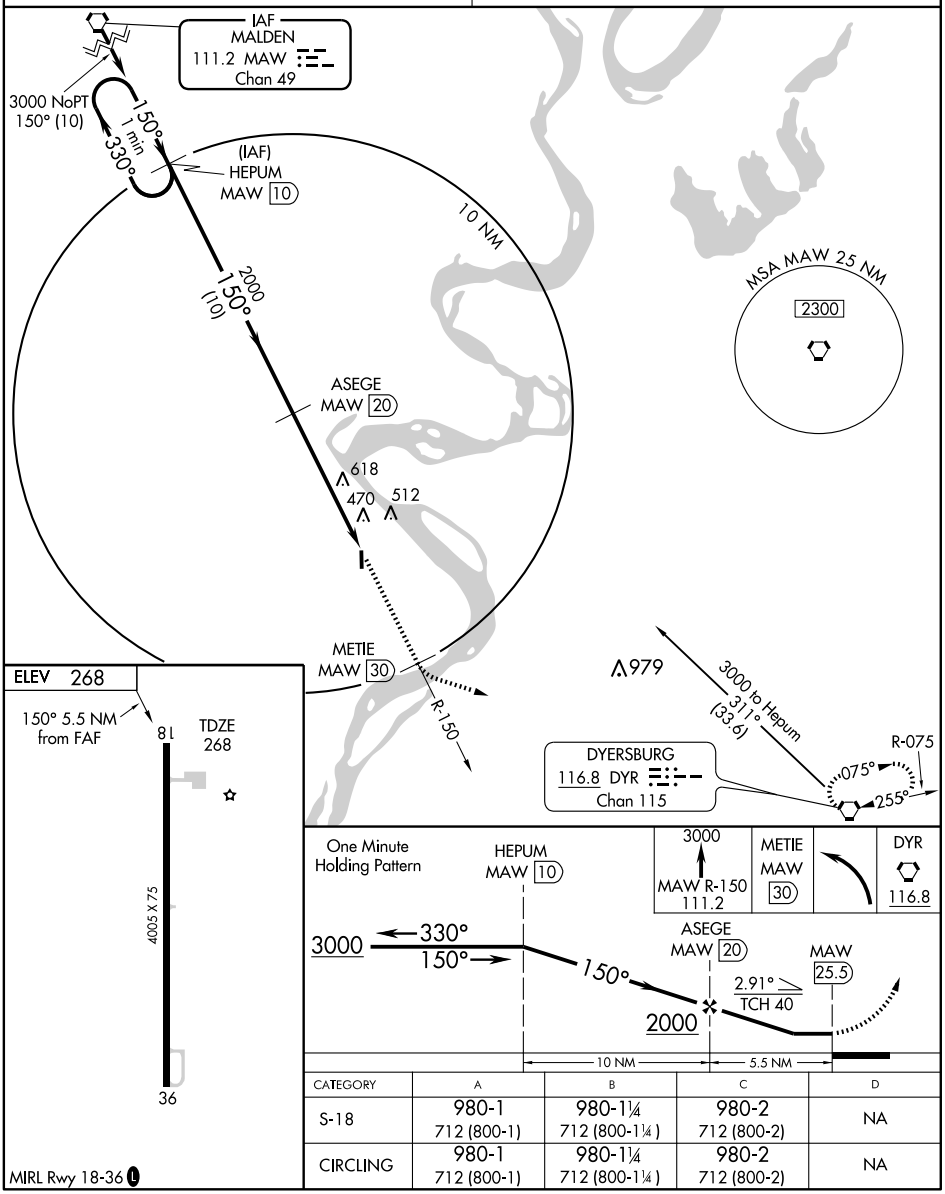
CARUTHERSVILLE MEMORIAL (M05)

NA

Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

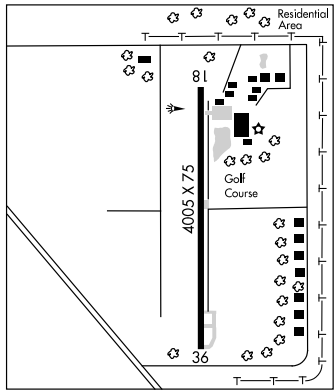
MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L



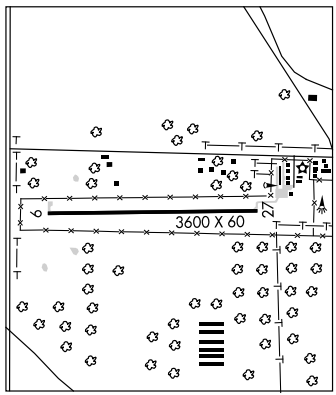
CATEGORY	A	B	C	D
S-18	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

CARUTHERSVILLE MEM (MØ5) 1 SW UTC−6(−5DT) N36°10.15′ W89°40.59′ ST LOUIS
268 B **FUEL** 100LL, JET A NOTAM FILE STL L–16H
RWY 18–36: H4005X75 (ASPH) MIRL IAP
RWY 18: Trees. Rgt tfc. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 134.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 294° 19.6 NM to fld. 380/3E. **HIWAS.**



CASSVILLE MUNI (94K) 2 NW UTC−6(−5DT) N36°41.85′ W93°54.03′ KANSAS CITY
1482 B S2 **FUEL** 100LL NOTAM FILE COU L–16F
RWY 09–27: H3600X60 (ASPH) S–8 MIRL 0.3% up W IAP
RWY 09: Tree. **RWY 27:** P-line.
AIRPORT REMARKS: Unattended. 100LL self svc avbl with credit card only. For fuel call phone number on terminal building. ACTIVATE MIRL Rwy 09–27 —CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 101° 27.2 NM to fld. 1200/7E.



CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70′ W89°21.41′ NOTAM FILE STL. ST LOUIS
NDB (MHW) 208 CHQ at Mississippi Co. L–16H

RNAV (GPS) RWY 9

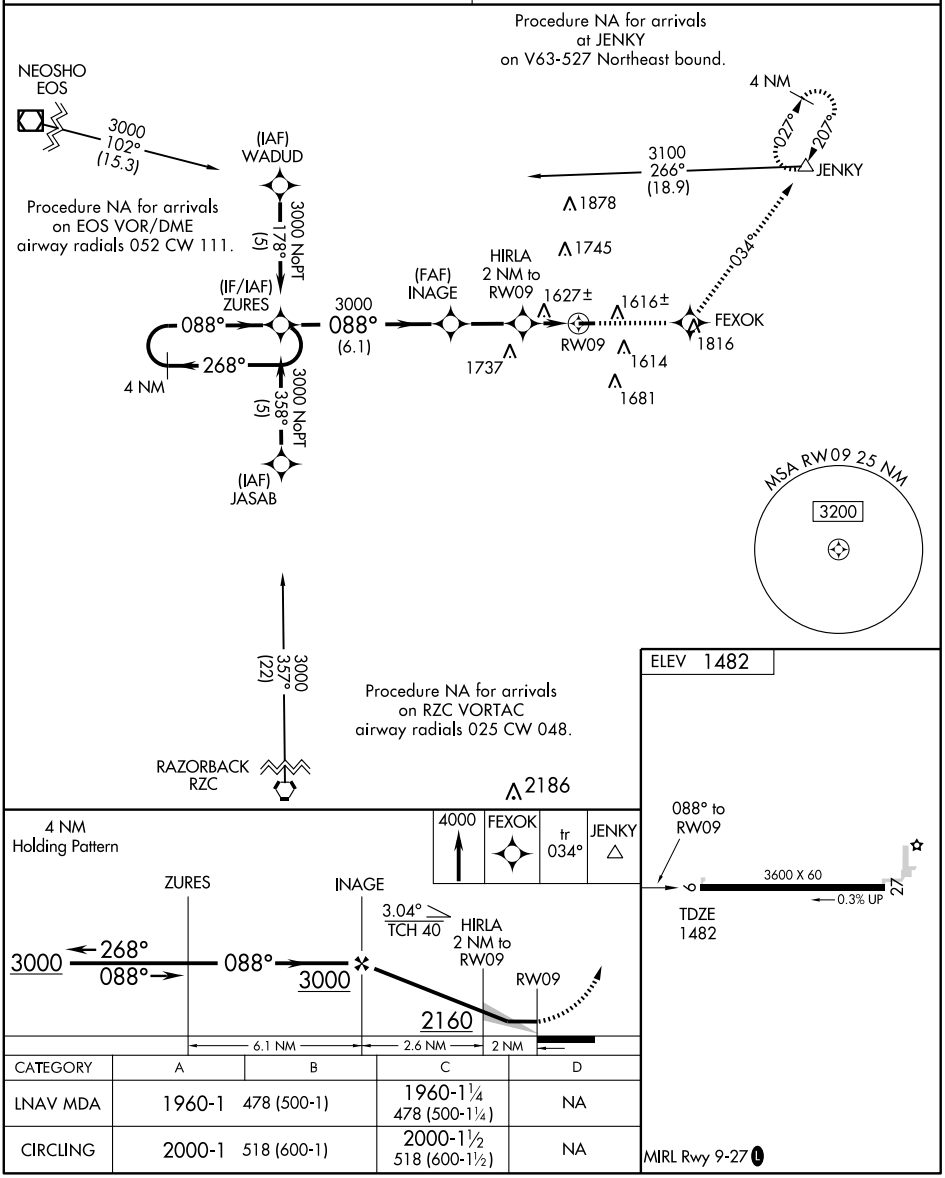
CASSVILLE MUNI (94K)

APP CRS	Rwy Idg	3600
088°	TDZE	1482
	Apt Elev	1482

NA DME/DME RNP-0.3 NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting.

MISSED APPROACH: Climb to 4000 direct FEXOK and on track 034° to JENKY and hold, continue climb-in-hold to 4000.

SPRINGFIELD APP CON	CTAF
124.95 318.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1960-1	478 (500-1)	1960-1¼ 478 (500-1¼)	NA
CIRCLING	2000-1	518 (600-1)	2000-1½ 518 (600-1½)	NA

MIRL Rwy 9-27 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME EOS	APP CRS	Rwy Idg 3600
117.3	102°	TDZE 1482
Chan 120		Apt Elev 1482

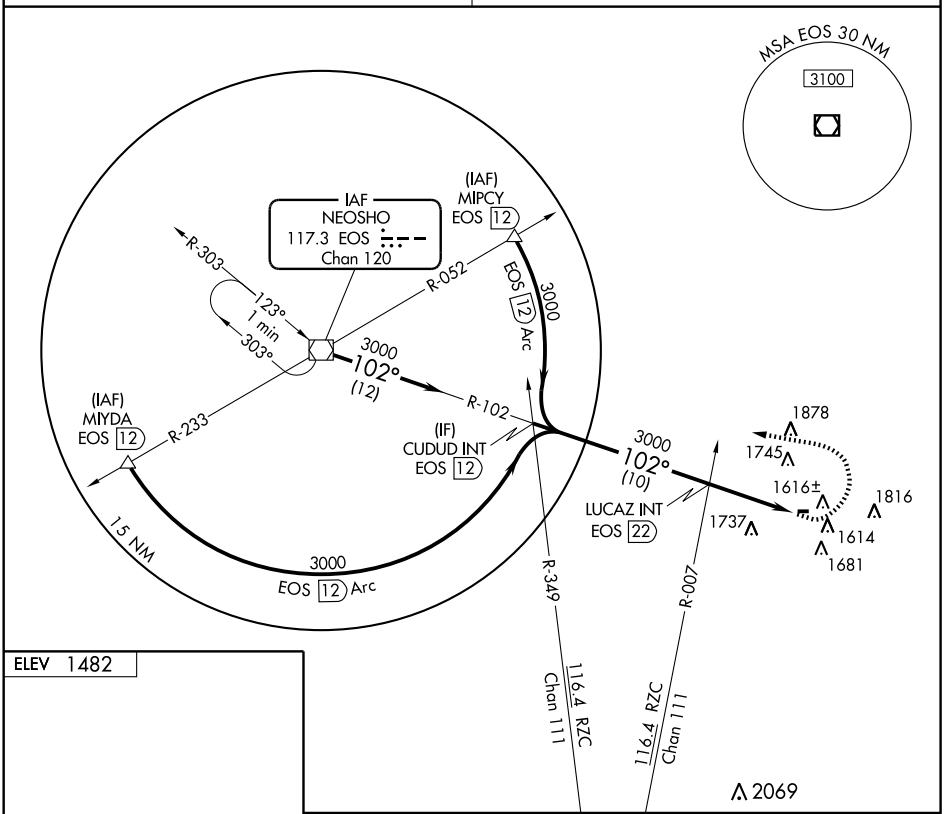
VOR RWY 9
CASSVILLE MUNI (94K)

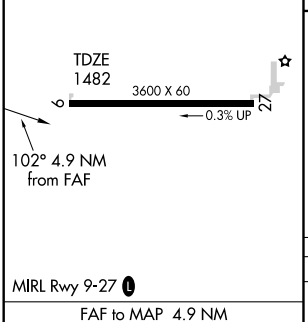
Visibility reduction by helicopters NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting.

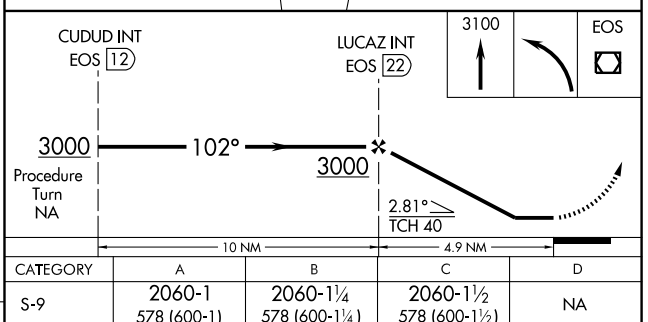
MISSED APPROACH: Climb to 3100 then left turn direct EOS VOR/DME and hold.

SPRINGFIELD APP CON 124.95 318.2

CTAF 122.9 L







MIRL Rwy 9-27 L

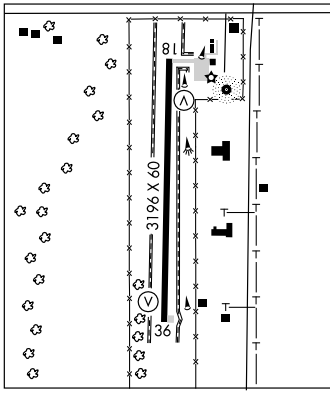
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-9	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA
CIRCLING	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

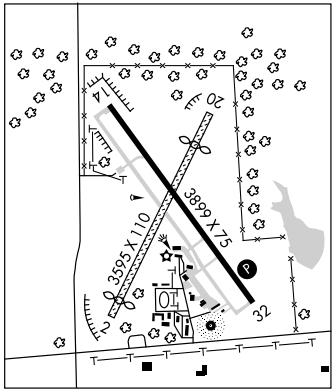
CHARLESTON

MISSISSIPPI CO (CHQ) 4 S UTC−6(−5DT) N36°50.53′ W89°21.58′ — ST LOUIS
313 B NOTAM FILE STL — L–16H
RWY 18–36: H3196X60 (ASPH–AFSC) S–12.5 MIRL (NSTD) — IAP
RWY 18: VASI(V2L)—GA 3.0° TCH 25′. Road.
RWY 36: VASI(V2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Ultralight and crop dusting acft on and invof arpt. Crops within rwy primary surface and rwy safety area at Rwy 36 end. Rwy 18–36 numerous cracks with + 1–2 ft tall weeds on all edges of rwy pavement. Rwy 18–36 NSTD MIRL, 6 thld lgts Rwy 36. Thld lights located too close to rwy ends. No yellow edge lgts last 1600′ Rwy 36. Rwy 18 and Rwy 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwy 18–36 preset on med ints; to increase ints—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.
CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52′ W88°50.22′ 246° 27.1 NM to fld. 480/3E.
CHARLESTON NDB (MHW) 208 CHQ N36°50.70′ W89°21.41′ at fld. NOTAM FILE STL.



CHILLICOTHE MUNI (CHT) 3 E UTC−6(−5DT) N39°46.92′ W93°29.78′ — KANSAS CITY

783 B **FUEL** 100LL NOTAM FILE COU — L–27A
RWY 14–32: H3899X75 (ASPH) S–15 MIRL 0.5% up NW — IAP
RWY 14: Trees. **RWY 32:** PAPI(P4R)—GA 3.5° TCH 44′. Road.
RWY 02–20: 3595X110 (TURF) 0.4% up NE
RWY 02: Thld dsplcd 190′. Pole.
RWY 20: Thld dsplcd 390′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of Rwy 02–20, incorrect terrain grades and crops. Rwy 14–32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660–646–5270. Rwy 02–20 surface rolling and uneven. Rwy 02–20 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (660) 646–0713.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 237° 46.8 NM to fld. 985/6E. **HIWAS.**
NDB (MHW) 375 CHT N39°46.63′ W93°29.65′ at fld. NOTAM FILE COU.



NDB CHQ 208	APP CRS 009°	Rwy Idg 3196 TDZE 313 Apt Elev 313

NDB or GPS RWY 36

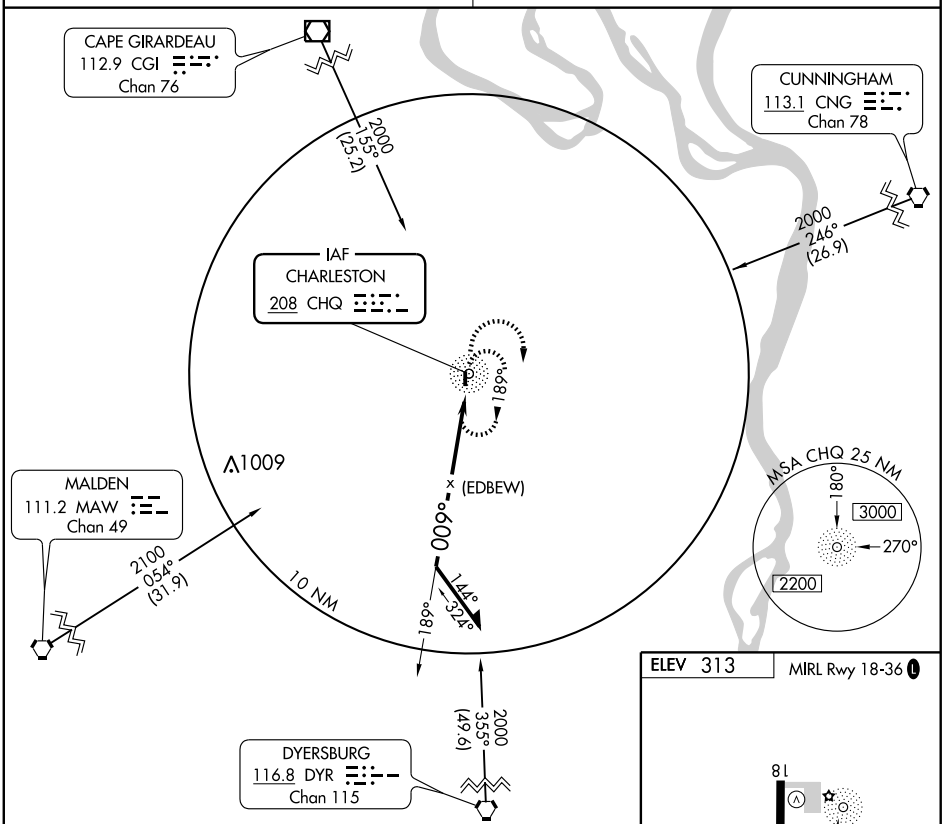
CHARLESTON/MISSISSIPPI COUNTY (CHQ)

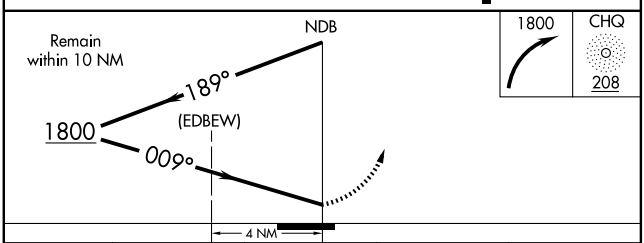
NA

Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

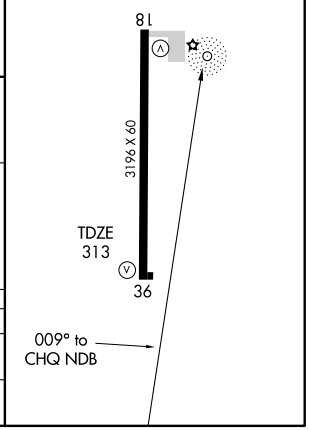
MEMPHIS CENTER	CTAF
133.65 292.15	122.9 (L)





CATEGORY	A	B	C	D
S-36	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA

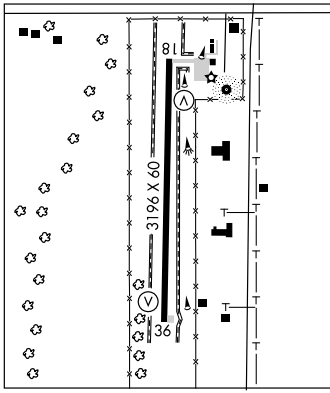
ELEV 313 MIRL Rwy 18-36 (L)



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

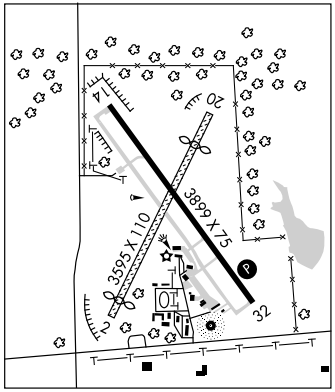
CHARLESTON

MISSISSIPPI CO (CHQ) 4 S UTC−6(−5DT) N36°50.53′ W89°21.58′ — ST LOUIS
313 B NOTAM FILE STL — L–16H
RWY 18–36: H3196X60 (ASPH–AFSC) S–12.5 MIRL (NSTD) — IAP
RWY 18: VASI(V2L)—GA 3.0° TCH 25′. Road.
RWY 36: VASI(V2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Ultralight and crop dusting acft on and invof arpt. Crops within rwy primary surface and rwy safety area at Rwy 36 end. Rwy 18–36 numerous cracks with + 1–2 ft tall weeds on all edges of rwy pavement. Rwy 18–36 NSTD MIRL, 6 thld lgts Rwy 36. Thld lights located too close to rwy ends. No yellow edge lgts last 1600′ Rwy 36. Rwy 18 and Rwy 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwy 18–36 preset on med ints; to increase ints—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.
CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52′ W88°50.22′ 246° 27.1 NM to fld. 480/3E.
CHARLESTON NDB (MHW) 208 CHQ N36°50.70′ W89°21.41′ at fld. NOTAM FILE STL.



CHILLICOTHE MUNI (CHT) 3 E UTC−6(−5DT) N39°46.92′ W93°29.78′ — KANSAS CITY

783 B **FUEL** 100LL NOTAM FILE COU — L–27A
RWY 14–32: H3899X75 (ASPH) S–15 MIRL 0.5% up NW — IAP
RWY 14: Trees. **RWY 32:** PAPI(P4R)—GA 3.5° TCH 44′. Road.
RWY 02–20: 3595X110 (TURF) 0.4% up NE
RWY 02: Thld dsplcd 190′. Pole.
RWY 20: Thld dsplcd 390′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of Rwy 02–20, incorrect terrain grades and crops. Rwy 14–32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660–646–5270. Rwy 02–20 surface rolling and uneven. Rwy 02–20 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (660) 646–0713.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 237° 46.8 NM to fld. 985/6E. **HIWAS.**
NDB (MHW) 375 CHT N39°46.63′ W93°29.65′ at fld. NOTAM FILE COU.



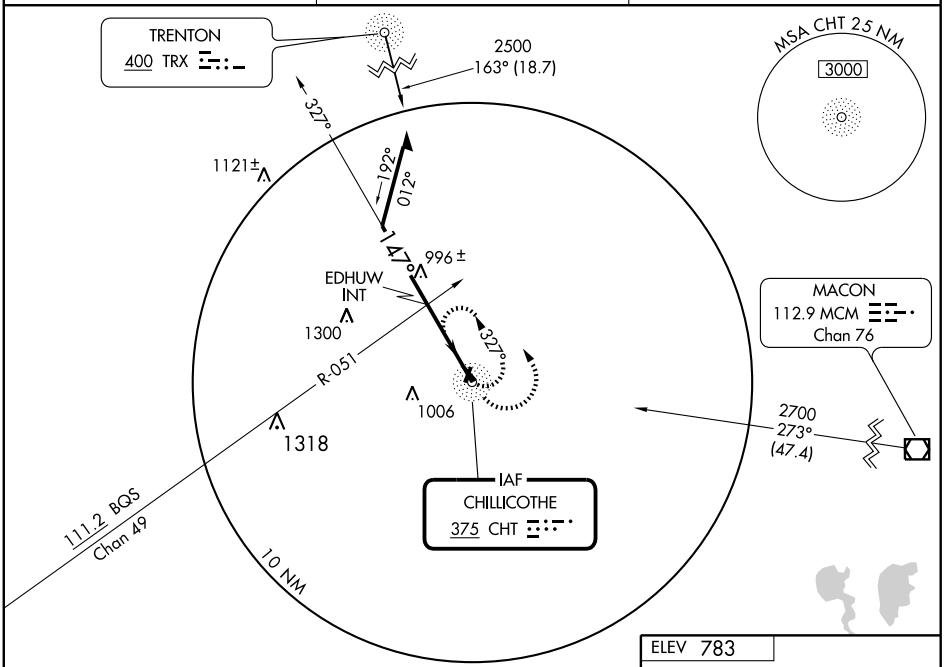
NDB CHT	APP CRS	Rwy Idg	3899
375	147°	TDZE	783
		Apt Elev	783

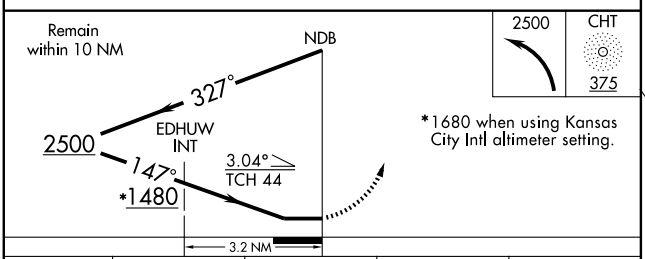
NDB RWY 14
CHILLICOTHE MUNI (CHT)

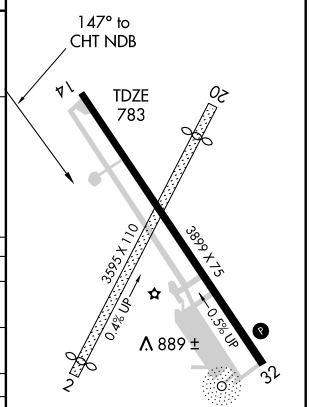
T A NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 in CHT NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1480-1	697 (700-1)	NA	
CIRCLING	1480-1	697 (700-1)	NA	
EDHUW FIX MINIMUMS				
S-14	1300-1	517 (600-1)	NA	
CIRCLING	1300-1	517 (600-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy ldg	3899
140°	TDZE	783
	Apt Elev	783

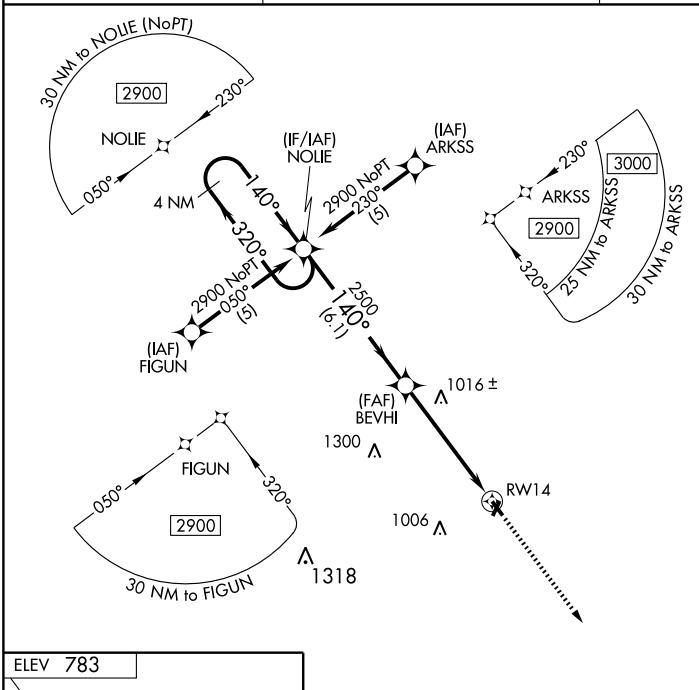
RNAV (GPS) RWY 14

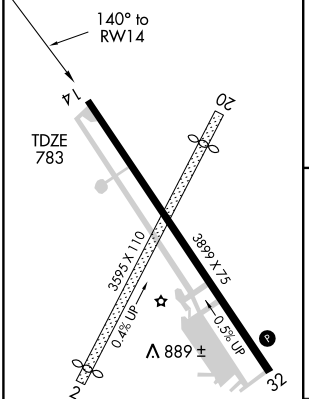
CHILLICOTHE MUNI (CHT)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.

MISSED APPROACH: Climb to 2900 direct TUDEE and hold.

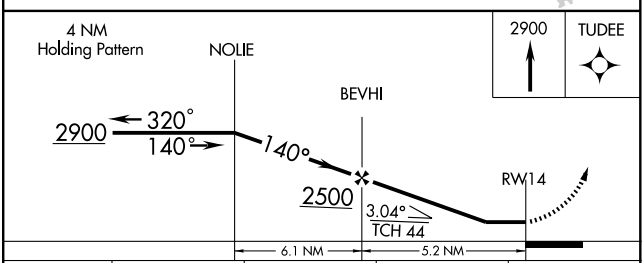
AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L





MIRL Rwy 14-32





CATEGORY	A	B	C	D
LNAV MDA	1280-1	497 (500-1)	NA	
CIRCLING	1280-1	497 (500-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3899
CH 70413	320°	TDZE	782
W32A		Apt Elev	783

RNAV (GPS) RWY 32

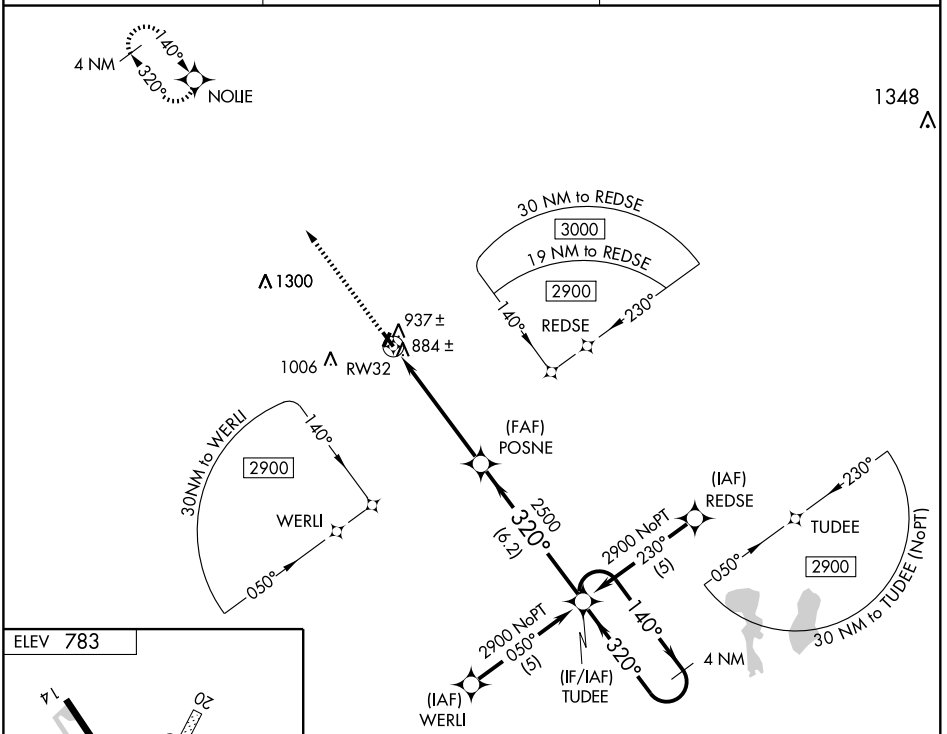
CHILLICOTHE MUNI (CHT)

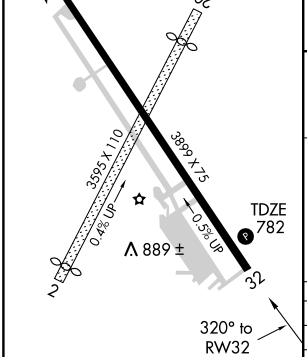
▼ ⚠ NA

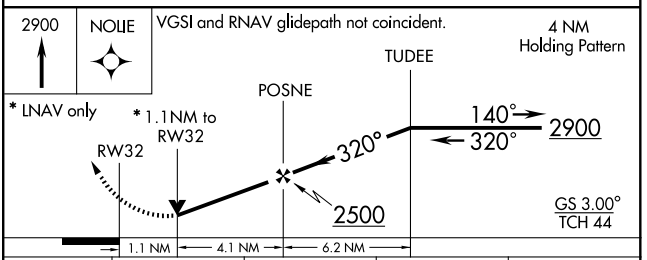
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility ¾ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L





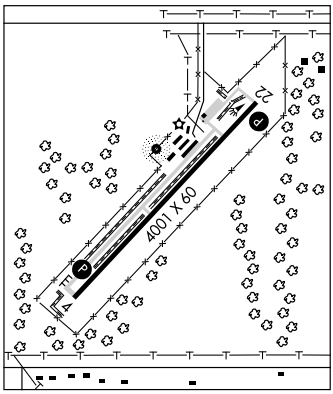


CATEGORY	A	B	C	D
LPV DA	1148-1¼	366 (400-1¼)	NA	
LNAV/VNAV DA	1154-1½	372 (400-1½)	NA	
LNAV MDA	1200-1	418 (500-1)	NA	
CIRCLING	1280-1	497 (500-1)	NA	

MIRL Rwy 14-32

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

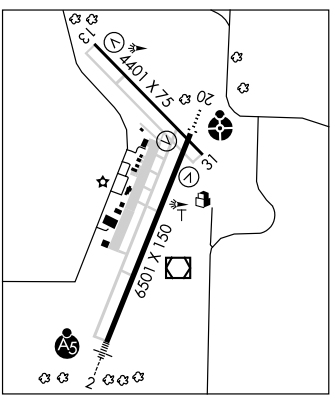
CLINTON MEM (GLY) 4 E UTC−6(−5DT) N38°21.40′ W93°41.05′ KANSAS CITY
822 B S3 **FUEL** 100LL, JET A NOTAM FILE COU L–27A
RWY 04–22: H4001X60 (ASPH) S–12.5, D–16 MIRL IAP
RWY 04: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
AIRPORT REMARKS: Attended May–Oct Wed–Mon 1400–0100Z‡, Nov–Apr Wed–Mon 1400–0000Z‡. Fuel avbl 24 hrs. MIRL Rwy 04–22 dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 04–22—CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22—CTAF. Bcn avbl after 0600Z‡ by prior request—Call 660–885–8889.
WEATHER DATA SOURCES: AWOS–3 120.475 (660) 885–3851.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **WHITEMAN DEP CON** 125.925 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 075° 38.3 NM to fld. 890/7E. **HIWAS.**
GOLDEN VALLEY NDB (MHW) 388 GLY N38°21.54′ W93°41.08′ at fld.



COLUMBIA RGNL (COU) 10 SE UTC−6(−5DT) N38°49.09′ W92°13.18′ KANSAS CITY
889 B S4 **FUEL** 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE COU H–5D, L–27B
RWY 02–20: H6501X150 (CONC–GRVD) S–92, D–125, 2S–159, 2D–215 HIRL IAP, AD
RWY 02: MALSR.
RWY 20: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 13–31: H4401X75 (ASPH) S–24, D–24 MIRL
RWY 13: REIL. VASI(V2L)–GA 3.0° TCH 44′. Road.
RWY 31: REIL. VASI(V2L)–GA 3.15° TCH 33′.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13–31	6050
RWY 13	02–20	3500

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call safety officer (573) 817–5061 or (573) 817–5064. ARFF Index B is provided. ARFF Index C level equipment avbl upon request with 48 hrs PPR call (573) 817–5061 or (573) 817–5064. RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy 02–20 MIRL Rwy 13–31, MALSR Rwy 02 and ODALS Rwy 20—119.3.
WEATHER DATA SOURCES: ASOS (573) 499–1400. **HIWAS** 110.2 COU.
COMMUNICATIONS: CTAF 119.3 **ATIS** 128.45 **UNICOM** 122.95
COLUMBIA FSS (COU) on arpt.
RCO 122.65 122.2 (COLUMBIA RADIO)
Ⓡ **MIZZU APP/DEP CON** 124.375
TOWER 119.3 (1300–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 188° 18.2 NM to fld. 920/6E.
(L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ at fld. 883/3E. **HIWAS.**
ZODIA NDB (LOM) 407 CO N38°43.00′ W92°16.10′ 018° 6.5 NM to fld. Unmonitored when twr clsd.
ILS/DME 110.7 I–COU Chan 44 Rwy 02 LOM ZODIA NDB. LOM unmonitored when twr clsd. Back course unusable byd 10 NM below 3500′.
COMM/NAV/WEATHER REMARKS: Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.



COOLE N37°10.81′ W93°25.03′ NOTAM FILE SGF. KANSAS CITY
NDB (LOM) 404 SG 016° 4.2 NM to Springfield–Branson Natl. Unmonitored.

COUNTY MEM (See NEW MADRID)

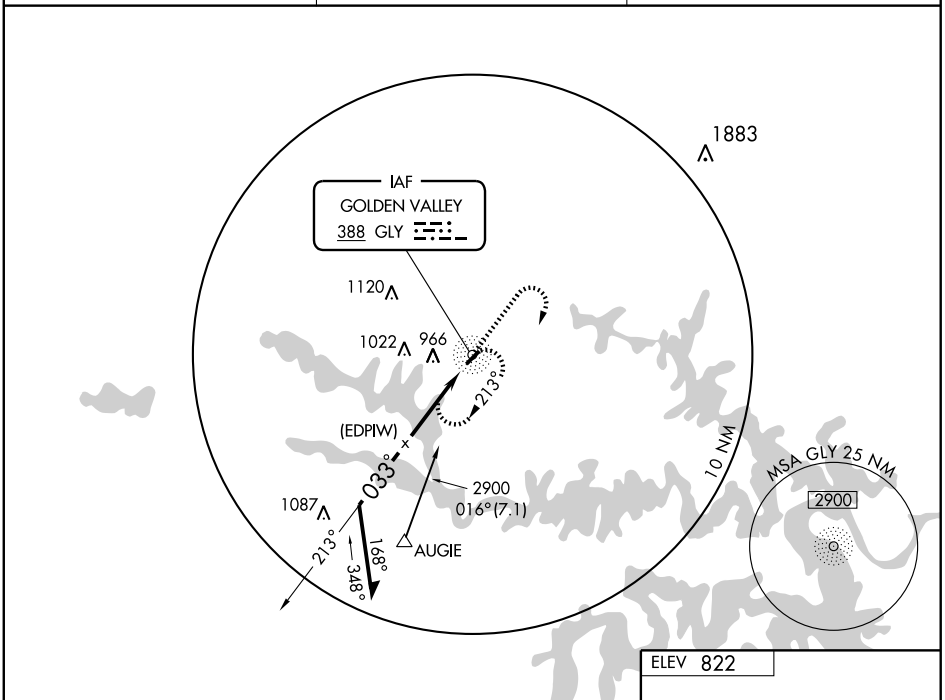
NDB GLY 388	APP CRS 033°	Rwy Idg 4001 TDZE 821 Apt Elev 822

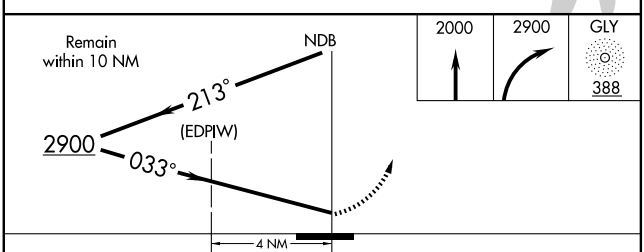
NDB or GPS RWY 4
CLINTON MEMORIAL (GLY)

NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.

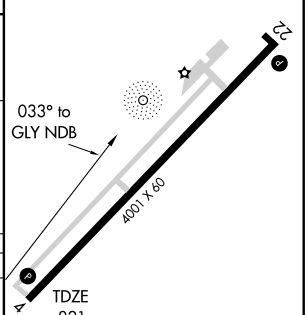
AWOS-3	WHITEMAN APP CON*	UNICOM
120.475	127.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	NA
CIRCLING	1440-1	618 (700-1)	1440-1¾ 618 (700-1¾)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-4	1540-1	719 (800-1)	1540-2 719 (800-2)	NA
CIRCLING	1540-1	718 (800-1)	1540-2 718 (800-2)	NA

ELEV 822



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

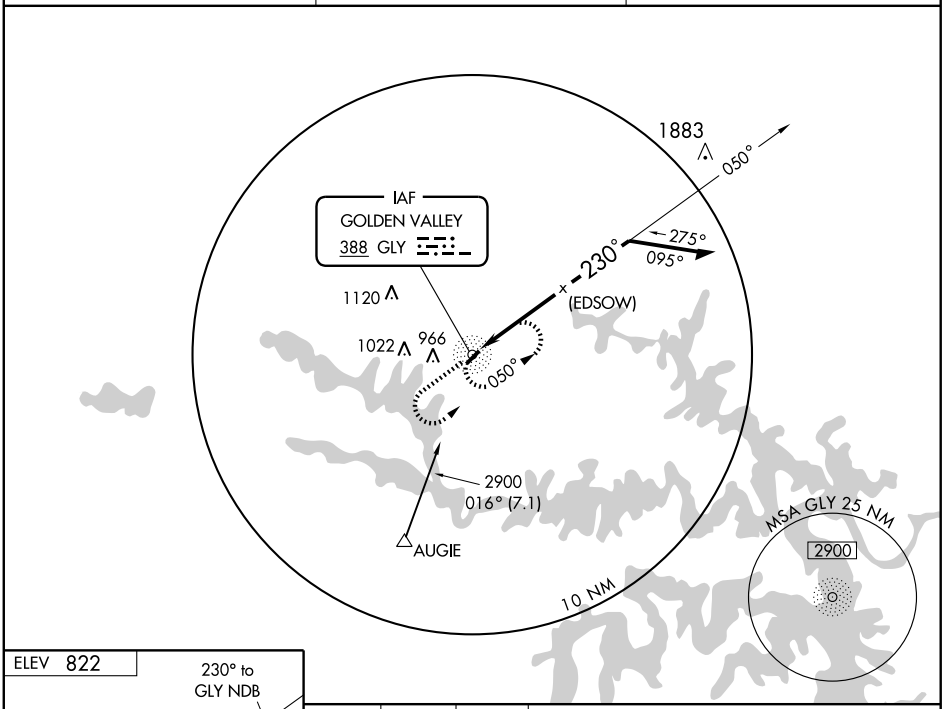
NDB GLY 388	APP CRS 230°	Rwy Idg 4001 TDZE 822 Apt Elev 822

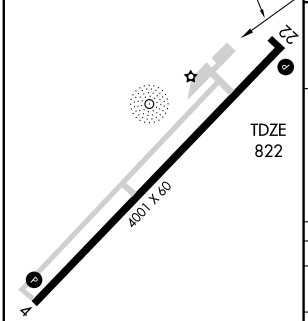
NDB or GPS RWY 22
CLINTON MEMORIAL (GLY)

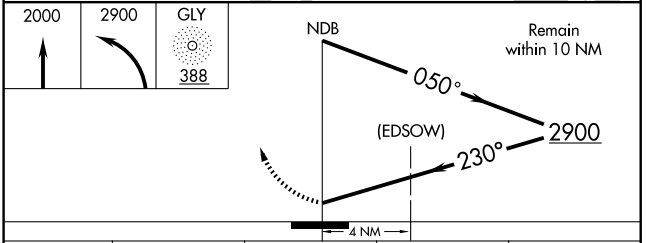
NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

AWOS-3	WHITEMAN APP CON*	UNICOM
120.475	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
CIRCLING	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-22	1500-1	678 (700-1)	1500-2 678 (700-2)	NA
CIRCLING	1500-1	678 (700-1)	1500-2 678 (700-2)	NA

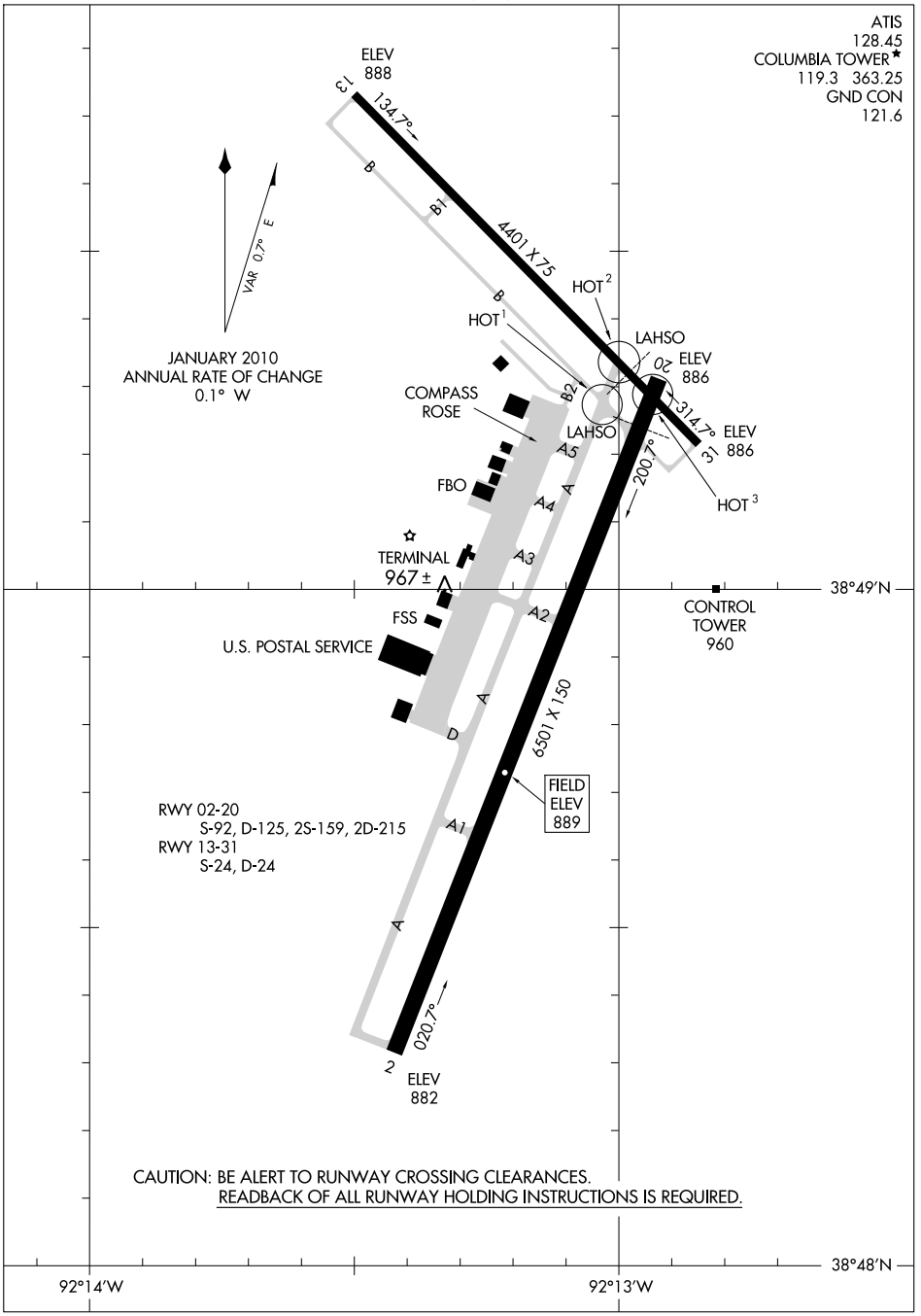
REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-5595 (FAA)

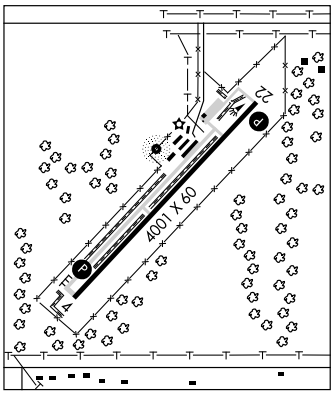
COLUMBIA RGNL (COU)
COLUMBIA, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

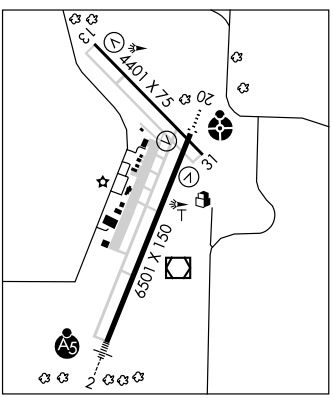
CLINTON MEM (GLY) 4 E UTC−6(−5DT) N38°21.40′ W93°41.05′ KANSAS CITY
822 B S3 **FUEL** 100LL, JET A NOTAM FILE COU L–27A
RWY 04–22: H4001X60 (ASPH) S–12.5, D–16 MIRL IAP
RWY 04: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
AIRPORT REMARKS: Attended May–Oct Wed–Mon 1400–0100Z‡, Nov–Apr Wed–Mon 1400–0000Z‡. Fuel avbl 24 hrs. MIRL Rwy 04–22 dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 04–22—CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22—CTAF. Bcn avbl after 0600Z‡ by prior request—Call 660–885–8889.
WEATHER DATA SOURCES: AWOS–3 120.475 (660) 885–3851.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **WHITEMAN DEP CON** 125.925 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 075° 38.3 NM to fld. 890/7E. **HIWAS.**
GOLDEN VALLEY NDB (MHW) 388 GLY N38°21.54′ W93°41.08′ at fld.



COLUMBIA RGNL (COU) 10 SE UTC−6(−5DT) N38°49.09′ W92°13.18′ KANSAS CITY
889 B S4 **FUEL** 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE COU H–5D, L–27B
RWY 02–20: H6501X150 (CONC–GRVD) S–92, D–125, 2S–159, 2D–215 HIRL IAP, AD
RWY 02: MALSR.
RWY 20: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 13–31: H4401X75 (ASPH) S–24, D–24 MIRL
RWY 13: REIL. VASI(V2L)–GA 3.0° TCH 44′. Road.
RWY 31: REIL. VASI(V2L)–GA 3.15° TCH 33′.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13–31	6050
RWY 13	02–20	3500

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call safety officer (573) 817–5061 or (573) 817–5064. ARFF Index B is provided. ARFF Index C level equipment avbl upon request with 48 hrs PPR call (573) 817–5061 or (573) 817–5064. RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy 02–20 MIRL Rwy 13–31, MALSR Rwy 02 and ODALS Rwy 20—119.3.
WEATHER DATA SOURCES: ASOS (573) 499–1400. **HIWAS** 110.2 COU.
COMMUNICATIONS: CTAF 119.3 **ATIS** 128.45 **UNICOM** 122.95
COLUMBIA FSS (COU) on arpt.
RCO 122.65 122.2 (COLUMBIA RADIO)
Ⓡ **MIZZU APP/DEP CON** 124.375
TOWER 119.3 (1300–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 188° 18.2 NM to fld. 920/6E.
(L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ at fld. 883/3E. **HIWAS.**
ZODIA NDB (LOM) 407 CO N38°43.00′ W92°16.10′ 018° 6.5 NM to fld. Unmonitored when twr clsd.
ILS/DME 110.7 I–COU Chan 44 Rwy 02 LOM ZODIA NDB. LOM unmonitored when twr clsd. Back course unusable byd 10 NM below 3500′.
COMM/NAV/WEATHER REMARKS: Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.



COOLE N37°10.81′ W93°25.03′ NOTAM FILE SGF. KANSAS CITY
NDB (LOM) 404 SG 016° 4.2 NM to Springfield–Branson Natl. Unmonitored.

COUNTY MEM (See NEW MADRID)

LOC/DME I-COU 110.7 Chan 44	APP CRS 018°	Rwy Idg 6500 TDZE 889 Apt Elev 889

ILS or LOC/DME RWY 2

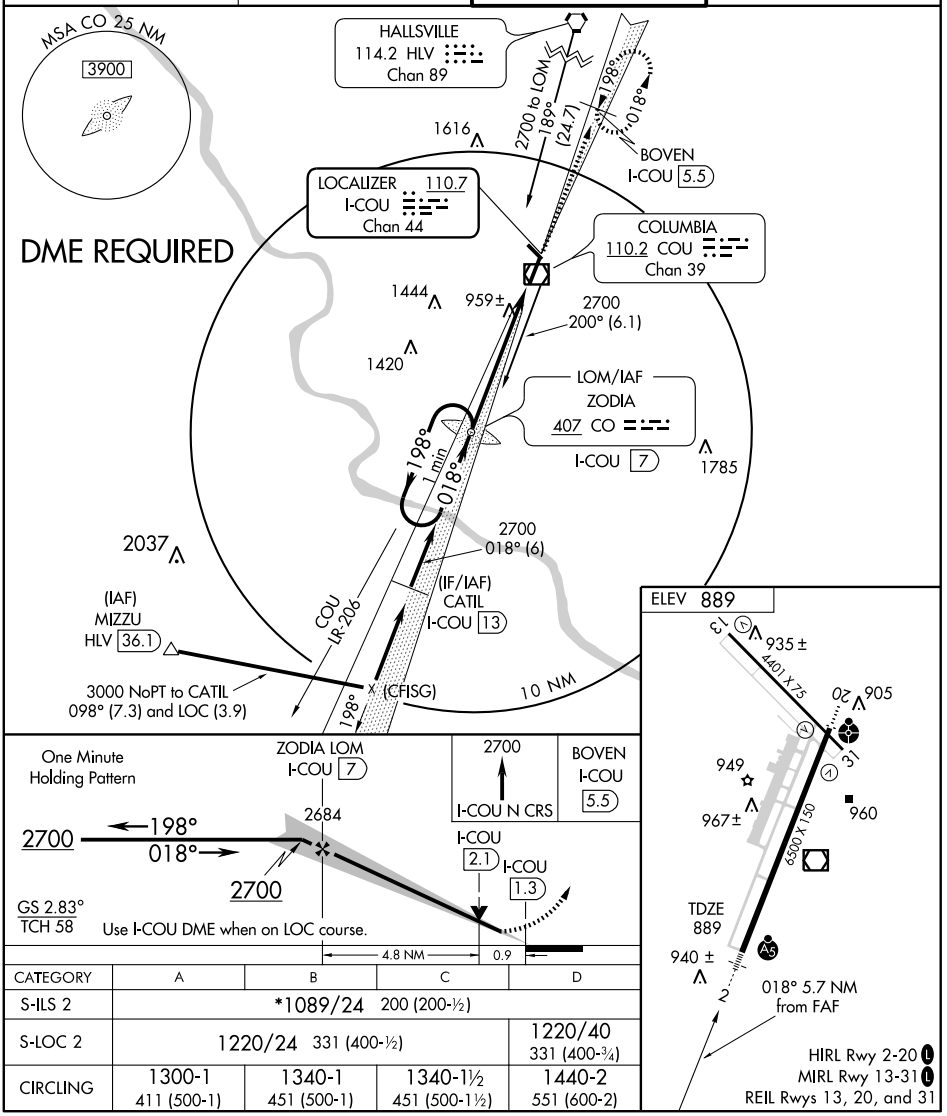
COLUMBIA RGNL (COU)

For inoperative MALSR, increase S-LOC 2 Cat D visibility to RVR 5000.
When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA when using Jefferson City altimeter setting.
For inoperative MALSR when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 1 mile. DME required.

MALSR

MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER *	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



CATEGORY	A	B	C	D
S-ILS 2	*1089/24 200 (200-½)			
S-LOC 2	1220/24 331 (400-½)			1220/40 331 (400-¾)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AL-5595 (FAA)

LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

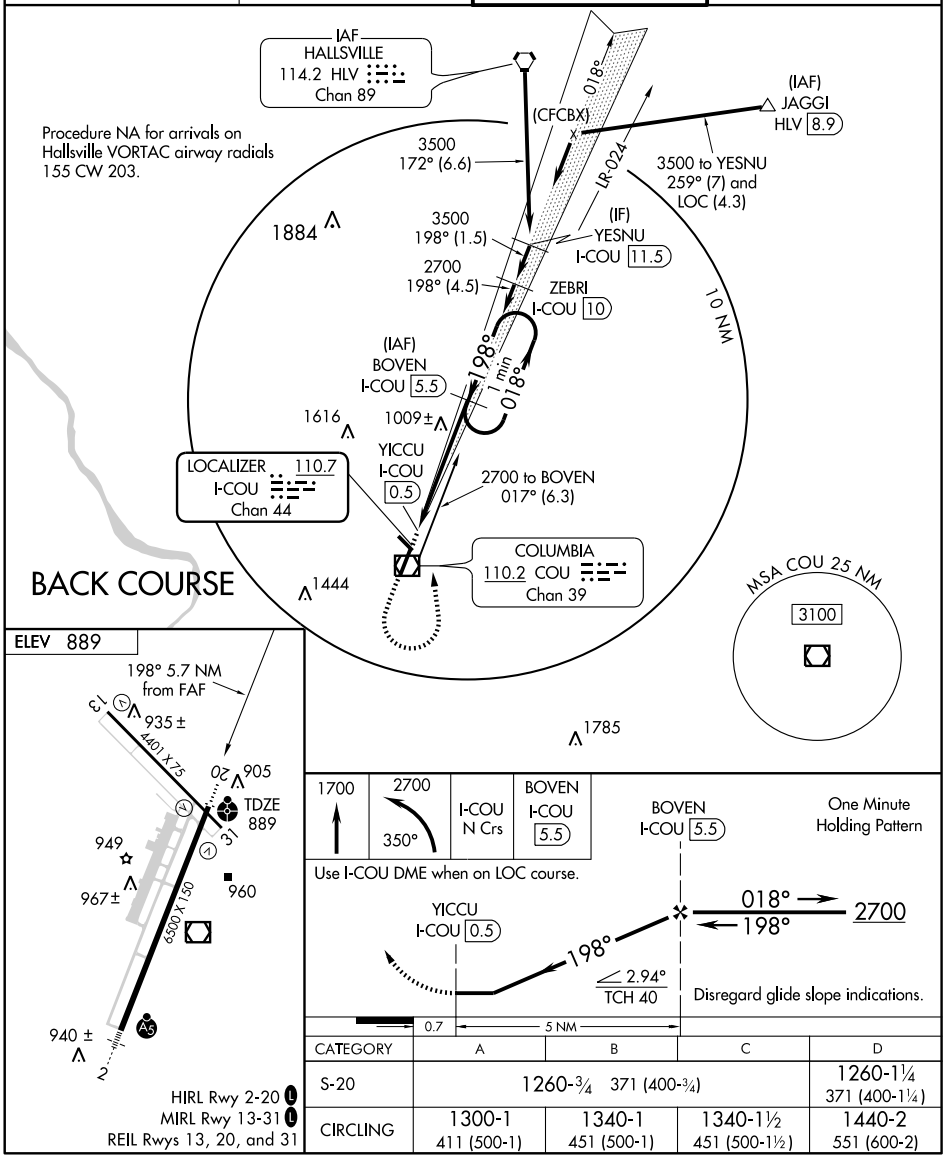
LOC/DME I-COU	APP CRS	Rwy Idg	6500
110.7	198°	TDZE	889
Chan 44		Apt Elev	889

When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.

ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

38°49'N - 92°13'W

COLUMBIA RGNL (COU)
LOC/DME BC RWY 20

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6500
CH 77599	018°	TDZE	889
W02A		Apt Elev	889

RNAV (GPS) RWY 2

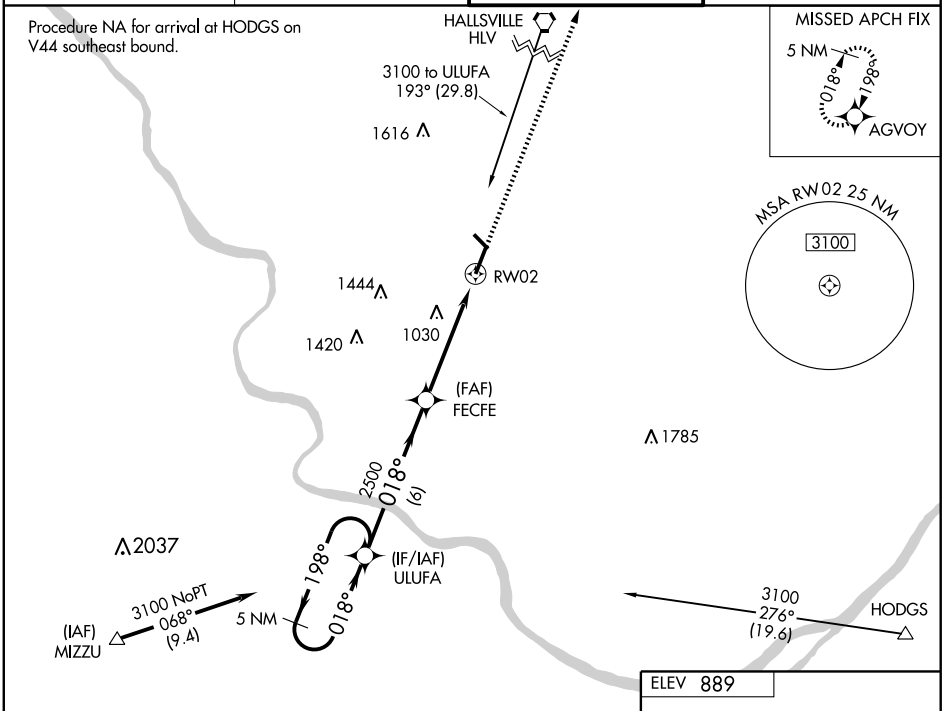
COLUMBIA RGNL (COU)

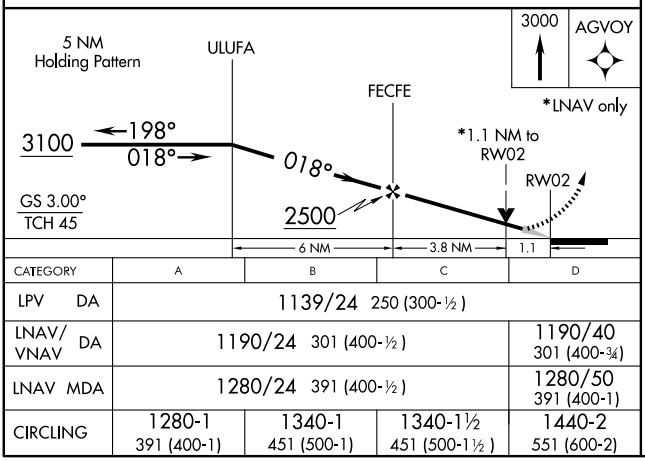
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16°C (3°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

MALSR

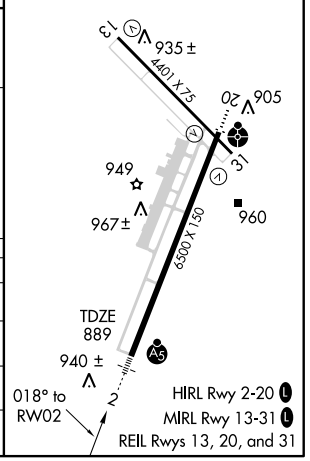
MISSED APPROACH: Climb to 3000 direct AGVOY and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER *	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6





CATEGORY	A	B	C	D
LPV DA	1139/24 250 (300-½)			
LNAV/VNAV DA	1190/24 301 (400-½)			1190/40 301 (400-¾)
LNAV MDA	1280/24 391 (400-½)			1280/50 391 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AL-5595 (FAA)

RNAV (GPS) RWY 13

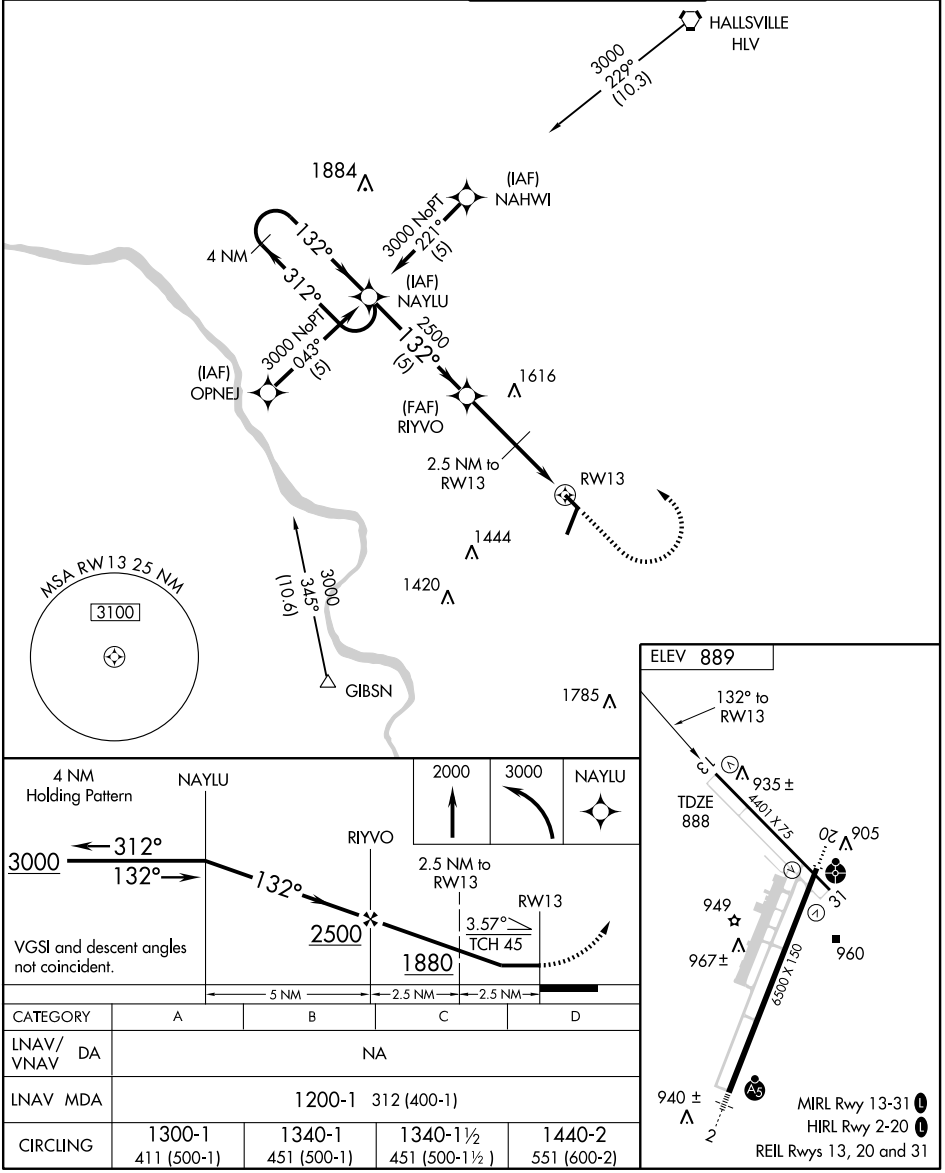
COLUMBIA RGNL (COU)

APP CRS	Rwy Idg	4401
132°	TDZE	888
	Apt Elev	889

GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	1200-1 312 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

38°49'N - 92°13'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

AL-5595 (FAA)

WAAS	APP CRS	Rwy Idg	6500
CH 93599	198°	TDZE	889
W20A		Apt Elev	889

RNAV (GPS) RWY 20

COLUMBIA RGNL (COU)

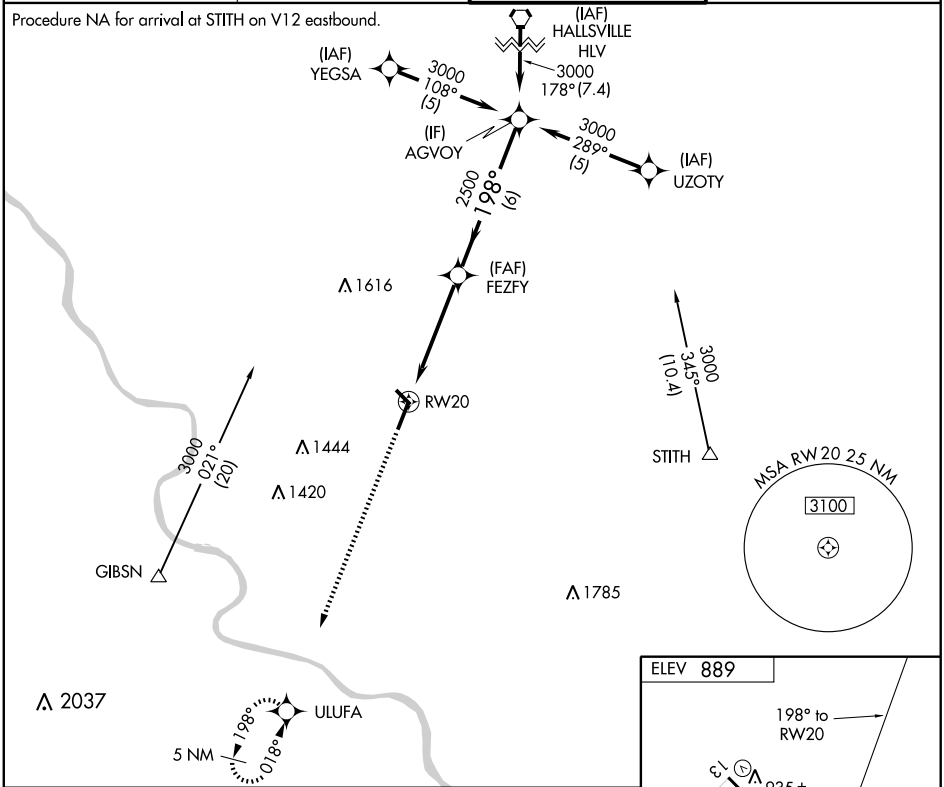
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

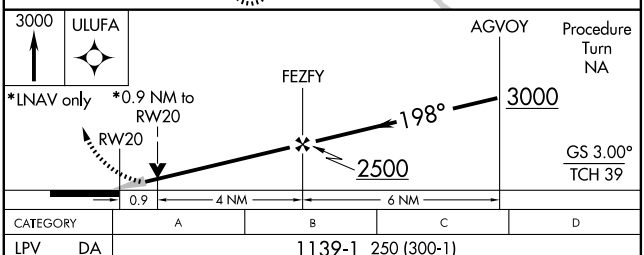
ODALS

MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

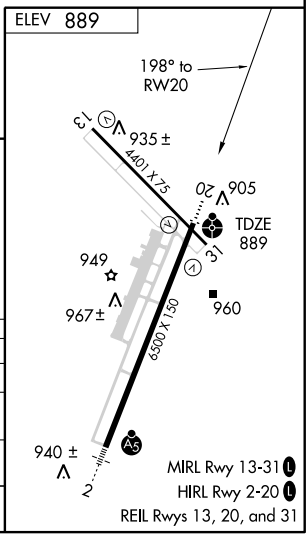
ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6

Procedure NA for arrival at STITH on V12 eastbound.





CATEGORY	A	B	C	D
LPV DA	1139-1 250 (300-1)			
LNAV/VNAV DA	1185-¾ 296 (300-¾)			1185-1 296 (300-1)
LNAV MDA	1220-¾ 331 (400-¾)			1220-1 331 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



38° 49′ N-92° 13′ W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 31

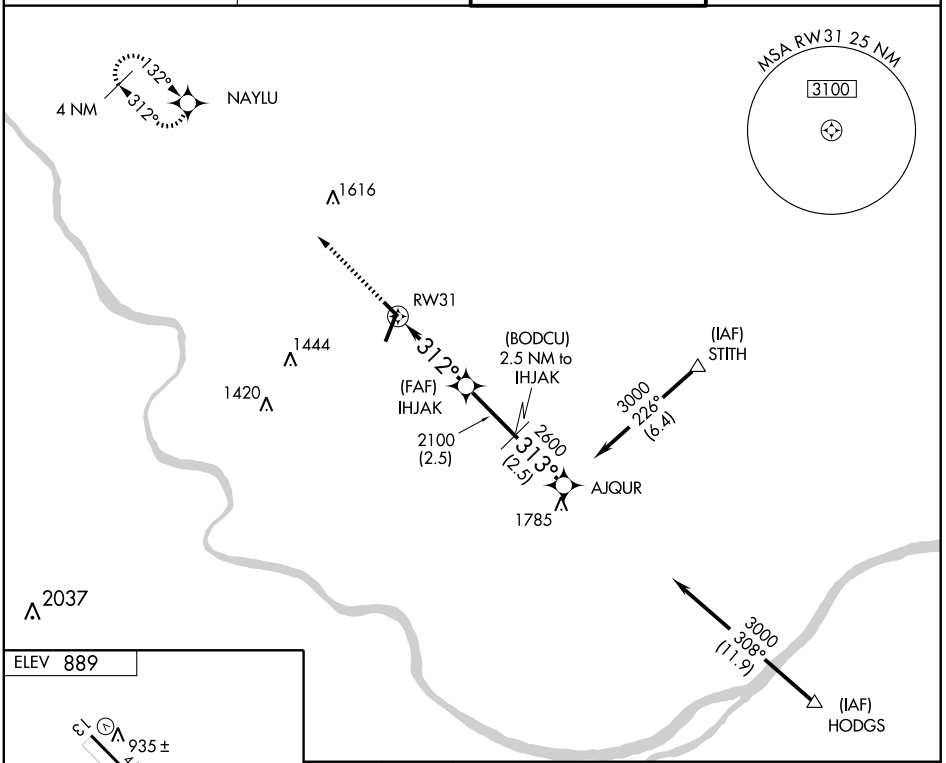
COLUMBIA RGNL (COU)

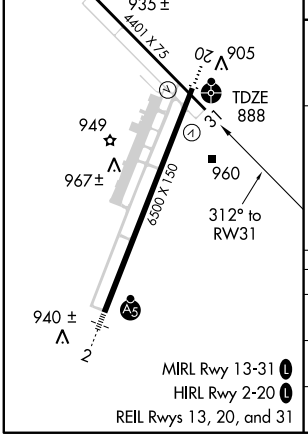
APP CRS	Rwy Idg	4401
312°	TDZE	888
	Apt Elev	889

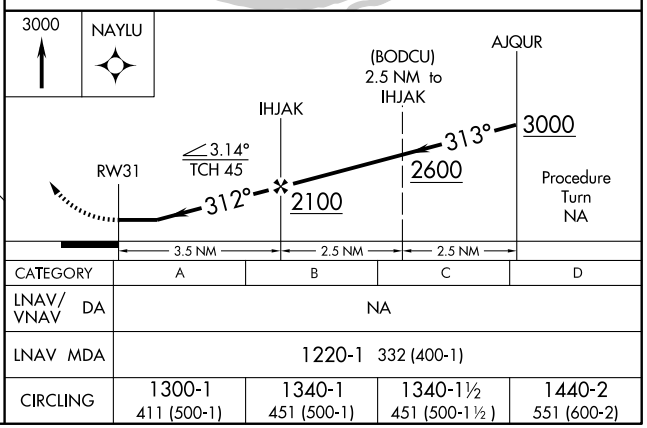
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) Ⓛ 363.25	121.6







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 332 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

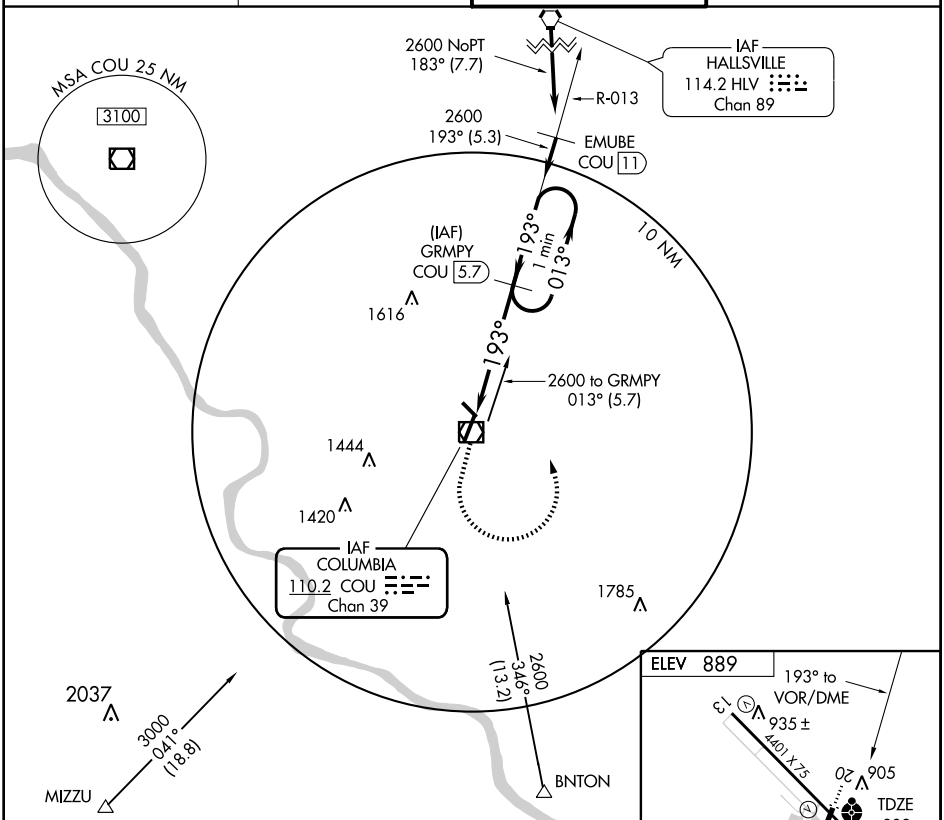
VOR/DME COU 110.2 Chan 39	APP CRS 193°	Rwy Idg 6500 TDZE 889 Apt Elev 889

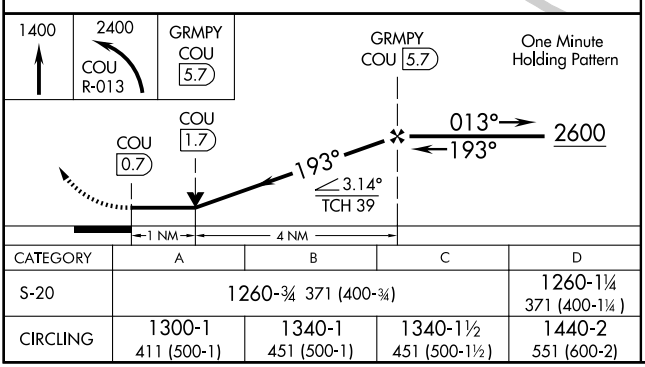
VOR/DME RWY 20
COLUMBIA RGNL (COU)

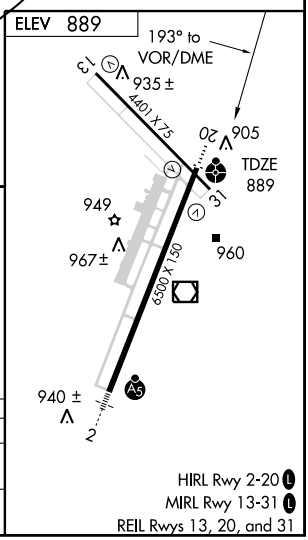
ODALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

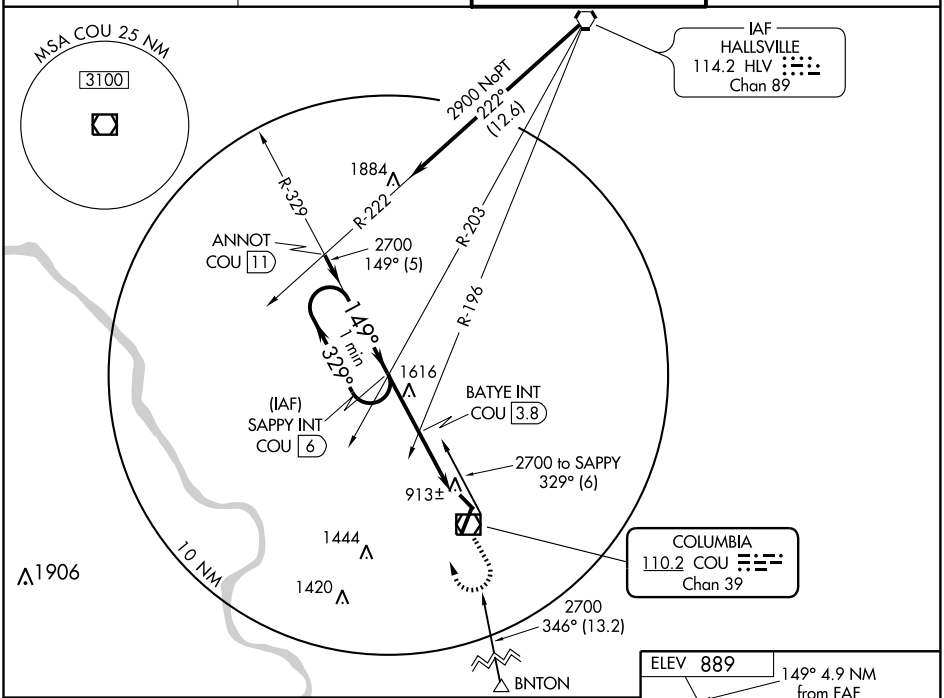
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

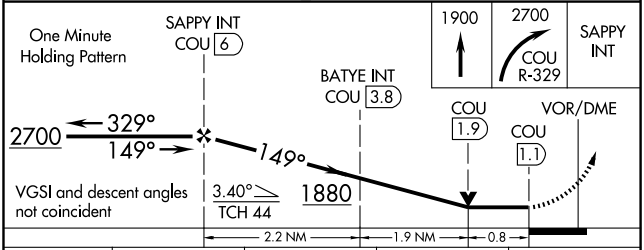
VOR/DME COU	APP CRS	Rwy Idg 4401
110.2	149°	TDZE 888
Chan 39		Apt Elev 889

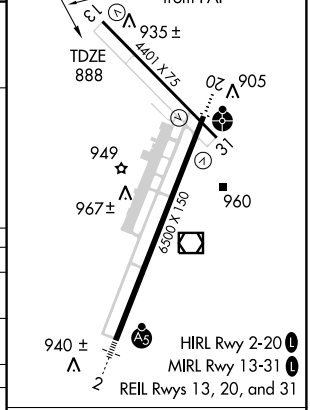
VOR RWY 13
COLUMBIA RGNL (COU)

MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
S-13	1880-1¼ 992 (1000-1¼)	1880-1½ 992 (1000-1½)	1880-3 992 (1000-3)	NA
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3 991 (1000-3)	NA
BATYE FIX MINIMUMS				
S-13	1200-1 312 (400-1)			NA
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	NA

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME COU	APP CRS	Rwy Idg	6500
110.2	196°	TDZE	889
Chan 39		Apt Elev	889

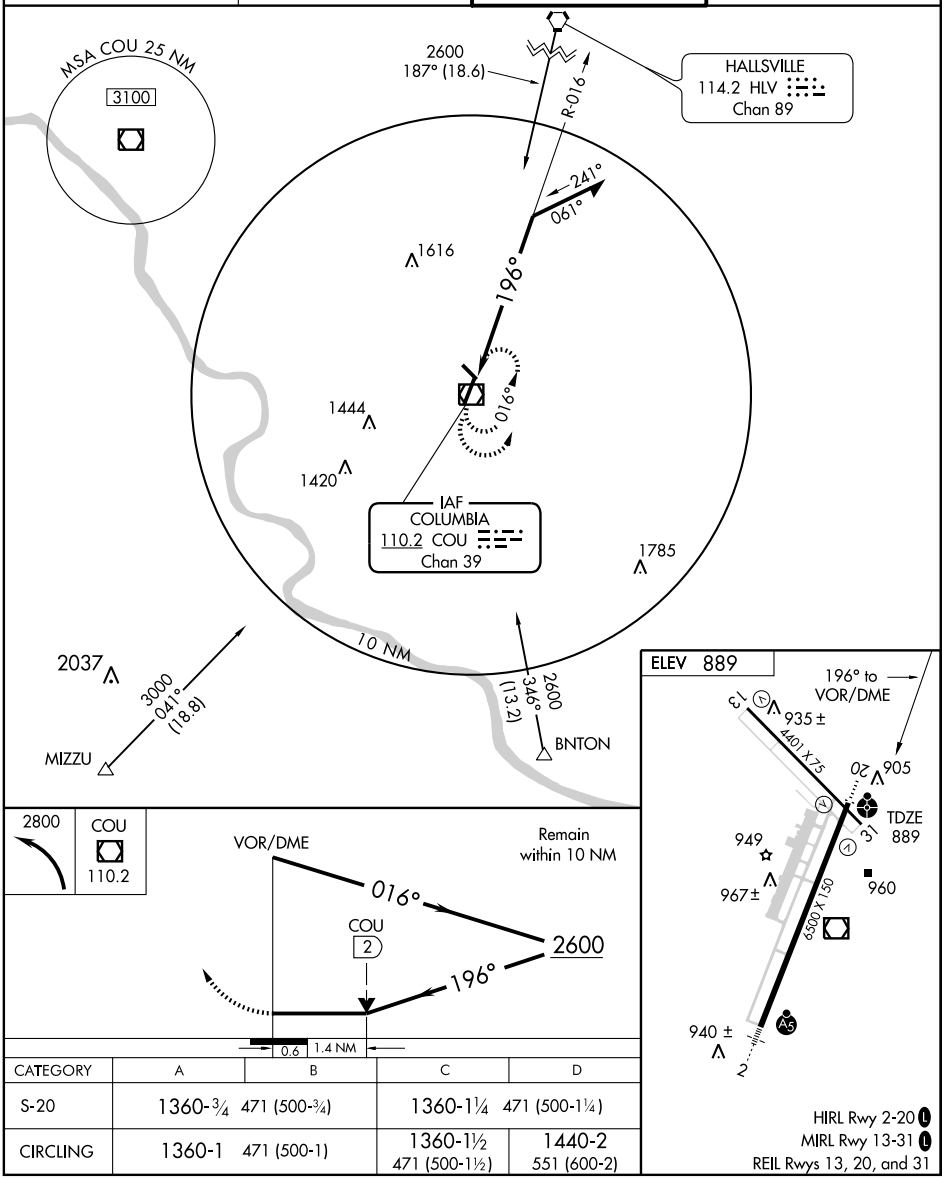
VOR RWY 20
COLUMBIA RGNL (COU)

Inoperative table does not apply to Cat C.

ODALS

MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



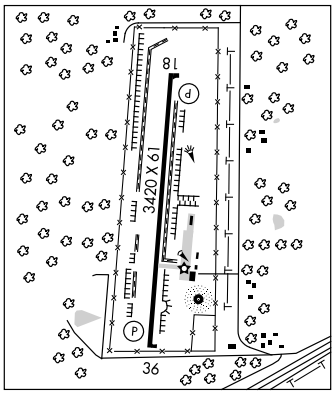
CATEGORY	A	B	C	D
S-20	1360-¾ 471 (500-¾)		1360-1¼ 471 (500-1¼)	
CIRCLING	1360-1 471 (500-1)		1360-1½ 471 (500-1½)	1440-2 551 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

CREVE COEUR (See ST LOUIS)

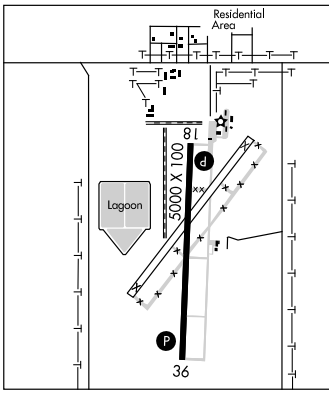
CUBA MUNI (UBX) 1 NW UTC−6(−5DT) N38°04.13′ W91°25.73′ KANSAS CITY
1023 B S4 **FUEL** 100LL NOTAM FILE STL L–16G
RWY 18–36: H3420X61 (ASPH) S–12.5 MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Sun 1830–2230Z‡, Mon–Wed 1430–2230Z‡, Fri–Sat 1430–2230Z‡. Fuel avbl 24 hrs a day, call number posted at fueling area. Powerplant and airframe repairs irregular schedule. Rwy 36 CLOSED to touch and go ldgs. Rwy 18 REIL OTS indef. Rwy 36 REIL OTS indef. MIRL Rwy 18–36 preset on low ints, to increase ints ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.
VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 105° 14.1 NM to fld. 1110/6E.
NDB (MHW) 380 UBX N38°03.92′ W91°25.64′ at fld. NOTAM FILE STL. SHUTDOWN.



DEARBORN

TRIPLE R (ØC1) 2 S UTC−6(−5DT) N39°29.27′ W94°46.87′ KANSAS CITY
1000 S4 **FUEL** 100LL NOTAM FILE COU
RWY 02–20: 2375X35 (ASPH–TRTD) LIRL (NSTD)
RWY 02: Tower.
AIRPORT REMARKS: Attended irregularly. Call arpt manager to verify attendance. Rwy 02–20 pavement broken with loose rocks on rwy. NSTD rwy safety areas byd each rwy end, terrain grades and insufficient length and width. Rwy 02–20 NSTD LIRL, and thld lgts; thld lgts not aligned with edge lgts. Thld lgts OTS indef. ACTIVATE LIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7

DEXTER MUNI (DXE) 2 SE UTC−6(−5DT) N36°46.53′ W89°56.48′ ST LOUIS
304 B S2 **FUEL** 100LL, JET A NOTAM FILE STL H–6J, L–16H
RWY 18–36: H5000X100 (ASPH) S–30 MIRL IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. 24–hr automatic credit card for fuel. Ultralight activity on and invof arpt. Model airplane activity on and invof arpt. Crop dusting acft on and invof arpt. Rwy 18–36 various areas with cracks and grass and weeds growing in them. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
MEMPHIS CENTER APP/DEP CON 133.65.
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 351° 13.3 NM to fld. 280/3E.



DOGWOOD N37°01.41′ W92°52.62′ NOTAM FILE COU. KANSAS CITY
(L) VORTAC 109.4 DGD Chan 31 102° 9.9 NM to Ava Bill Martin Mem. 1600/6E. L–16G
RCO 122.1R 109.4T (COLUMBIA RADIO)

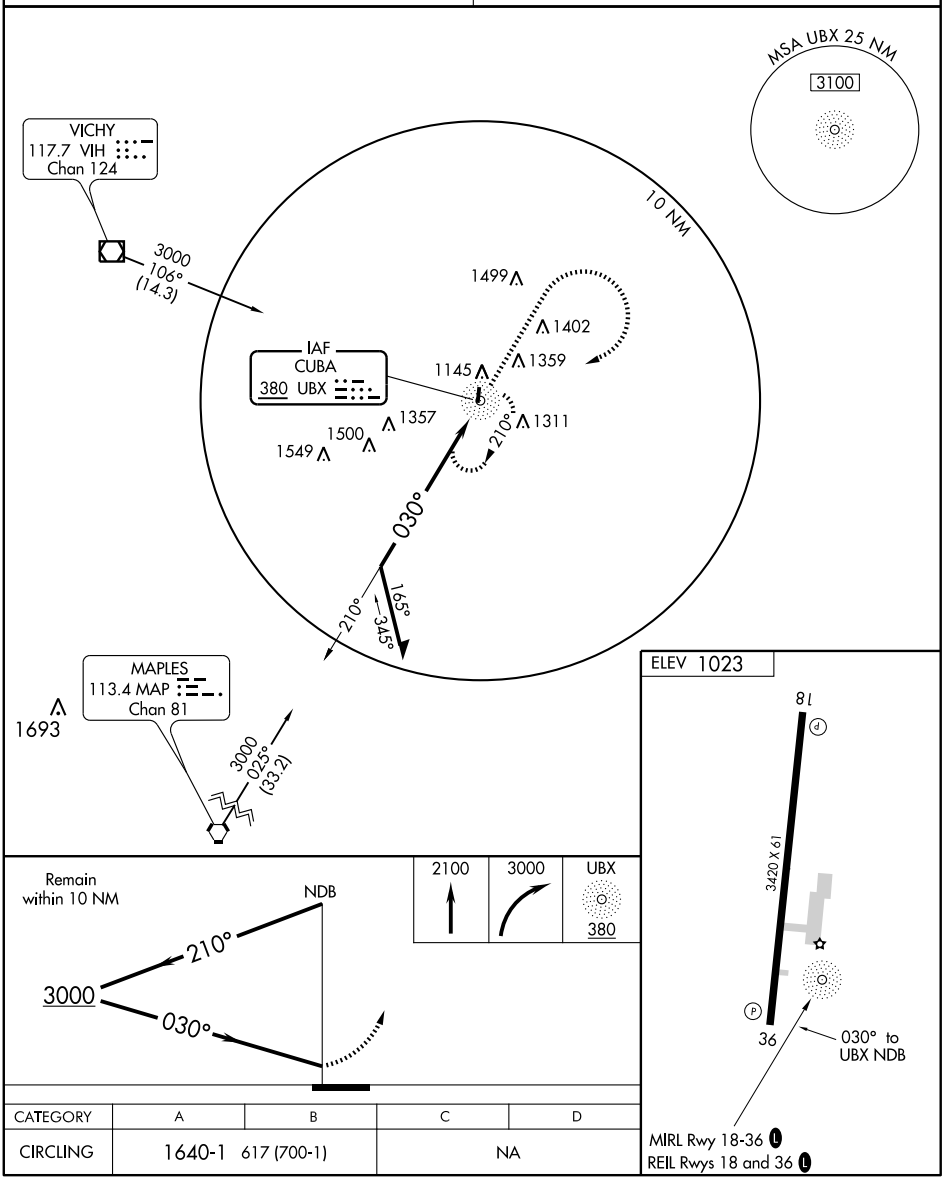
NDB UBX 380	APP CRS 030°	Rwy Idg N/A TDZE N/A Apt Elev 1023

NDB-A
CUBA MUNI (UBX)

Use Rolla National altimeter setting.
NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UBX NDB and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF) L

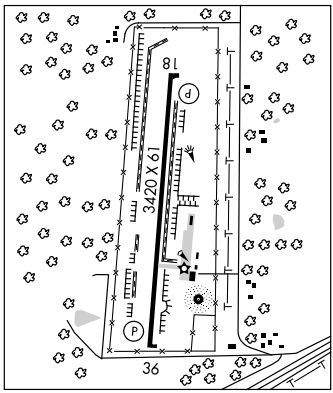


CATEGORY	A	B	C	D
CIRCLING	1640-1 617 (700-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

CREVE COEUR (See ST LOUIS)

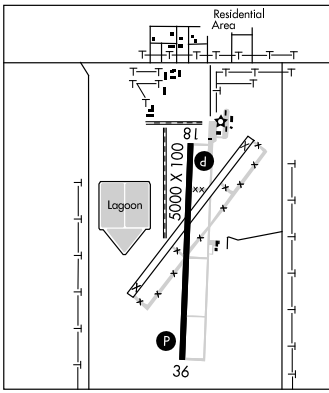
CUBA MUNI (UBX) 1 NW UTC−6(−5DT) N38°04.13′ W91°25.73′ KANSAS CITY
1023 B S4 **FUEL** 100LL NOTAM FILE STL L–16G
RWY 18–36: H3420X61 (ASPH) S–12.5 MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Sun 1830–2230Z‡, Mon–Wed 1430–2230Z‡, Fri–Sat 1430–2230Z‡. Fuel avbl 24 hrs a day, call number posted at fueling area. Powerplant and airframe repairs irregular schedule. Rwy 36 CLOSED to touch and go ldgs. Rwy 18 REIL OTS indef. Rwy 36 REIL OTS indef. MIRL Rwy 18–36 preset on low ints, to increase ints ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.
VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 105° 14.1 NM to fld. 1110/6E.
NDB (MHW) 380 UBX N38°03.92′ W91°25.64′ at fld. NOTAM FILE STL. SHUTDOWN.



DEARBORN

TRIPLE R (ØC1) 2 S UTC−6(−5DT) N39°29.27′ W94°46.87′ KANSAS CITY
1000 S4 **FUEL** 100LL NOTAM FILE COU
RWY 02–20: 2375X35 (ASPH–TRTD) LIRL (NSTD)
RWY 02: Tower.
AIRPORT REMARKS: Attended irregularly. Call arpt manager to verify attendance. Rwy 02–20 pavement broken with loose rocks on rwy. NSTD rwy safety areas byd each rwy end, terrain grades and insufficient length and width. Rwy 02–20 NSTD LIRL, and thld lgts; thld lgts not aligned with edge lgts. Thld lgts OTS indef. ACTIVATE LIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7

DEXTER MUNI (DXE) 2 SE UTC−6(−5DT) N36°46.53′ W89°56.48′ ST LOUIS
304 B S2 **FUEL** 100LL, JET A NOTAM FILE STL H–6J, L–16H
RWY 18–36: H5000X100 (ASPH) S–30 MIRL IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. 24–hr automatic credit card for fuel. Ultralight activity on and invof arpt. Model airplane activity on and invof arpt. Crop dusting acft on and invof arpt. Rwy 18–36 various areas with cracks and grass and weeds growing in them. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
MEMPHIS CENTER APP/DEP CON 133.65.
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 351° 13.3 NM to fld. 280/3E.



DOGWOOD N37°01.41′ W92°52.62′ NOTAM FILE COU. KANSAS CITY
(L) VORTAC 109.4 DGD Chan 31 102° 9.9 NM to Ava Bill Martin Mem. 1600/6E. L–16G
RCO 122.1R 109.4T (COLUMBIA RADIO)

WAAS	APP CRS	Rwy Idg	5000
Ch 62808	182°	TDZE	304
W18A		Apt Elev	304

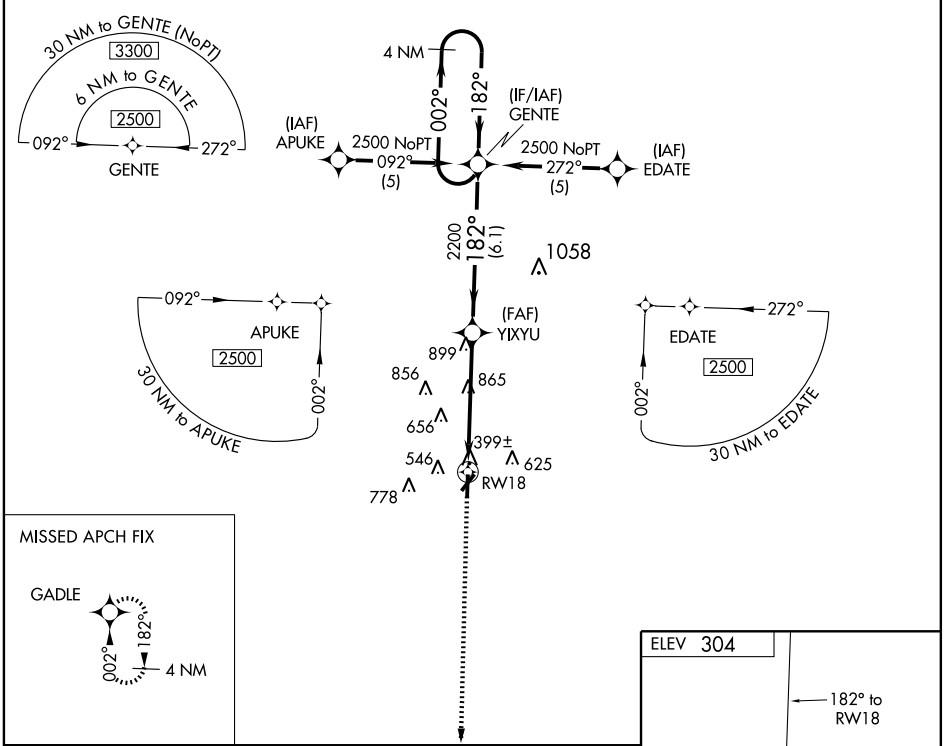
RNAV (GPS) RWY 18
DEXTER MUNI (DXE)

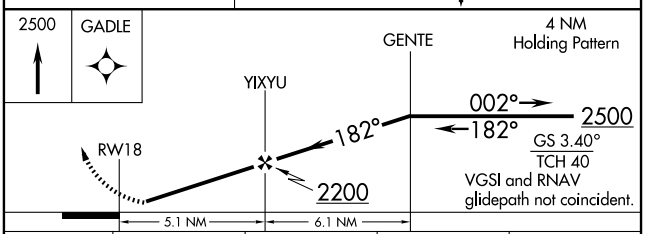
NA

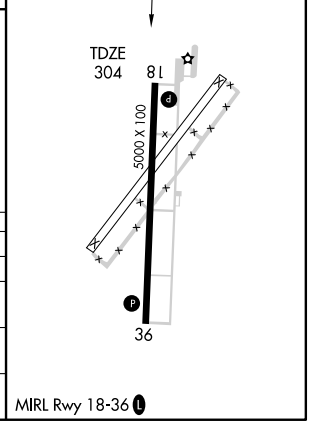
BARO-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct GADLE and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	724-1¼ 420 (500-1¼)			NA
LNAV/ VNAV DA	854-1¾ 550 (600-1¾)			NA
LNAV MDA	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 50507	002°	TDZE	298
W36A		Apt Elev	304

RNAV (GPS) RWY 36

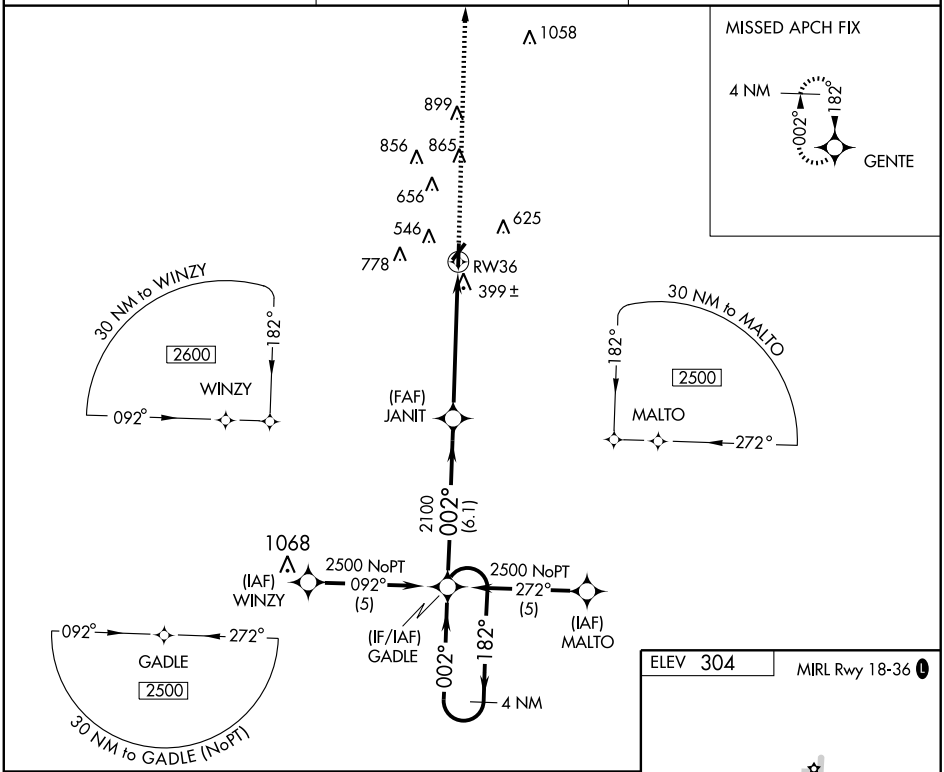
DEXTER MUNI (DXE)

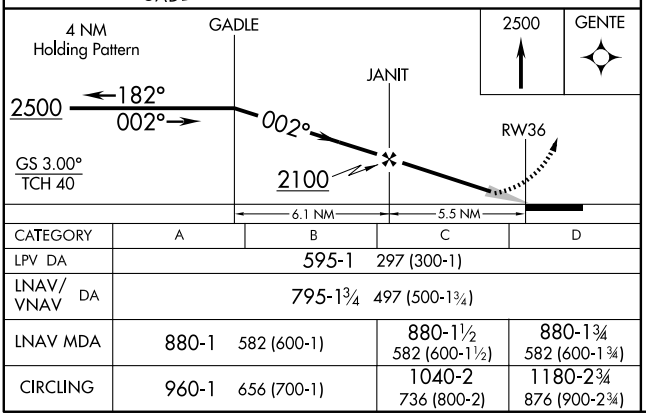
T
A NA

Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GENTE and hold.

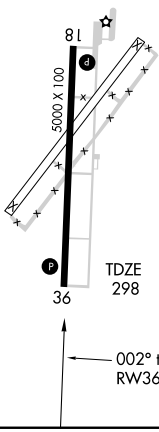
POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	595-1 297 (300-1)			
LNAV/VNAV DA	795-1¾ 497 (500-1¾)			
LNAV MDA	880-1 582 (600-1)		880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)
CIRCLING	960-1 656 (700-1)		1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

ELEV 304 MIRL Rwy 18-36 L



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAW 111.2 Chan 49	APP CRS 351°	Rwy Idg 5000 TDZE 298 Apt Elev 304

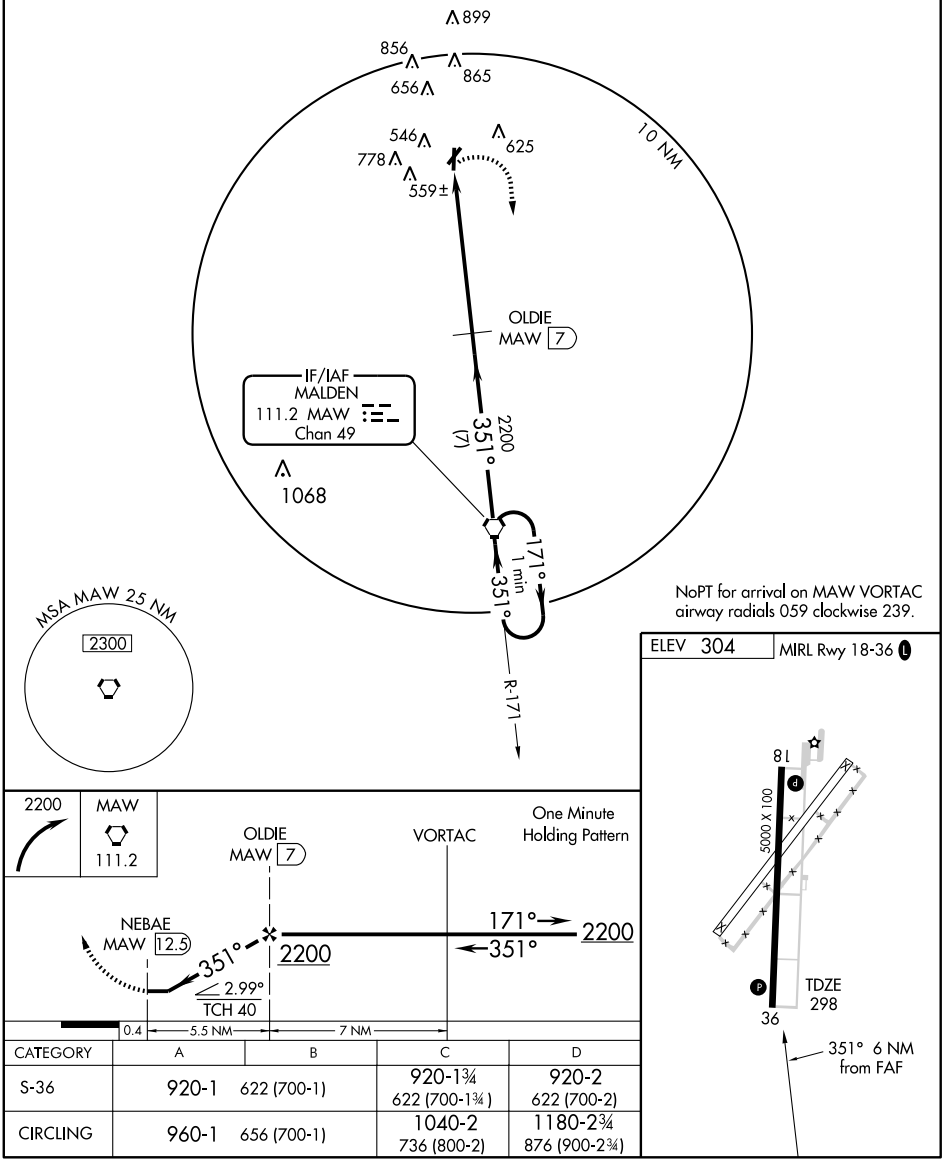
VOR/DME RWY 36

DEXTER MUNI (DXE)

T A NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	920-1	622 (700-1)	920-1¾ 622 (700-1¾)	920-2 622 (700-2)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ELTON HENSLEY MEM (See FULTON)

EMVILLE N40°20.90′ W94°54.93′ NOTAM FILE COU. OMAHA

NDB (MHW) 317 EVU at Northwest Missouri Rgnl. Unmonitored. Unusable byd 15 NM. L–10J

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC−6(−5DT) N39°20.23′ W94°11.86′ KANSAS CITY

997 B NOTAM FILE COU L–27A, A

RWY 01–19: H2000X47 (ASPH–AFSC) S–4 LIRL (NSTD) IAP

RWY 01: Tree. **RWY 19:** Trees.

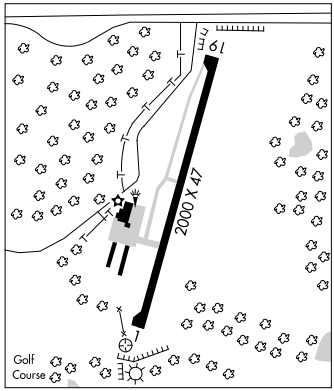
AIRPORT REMARKS: Attended 1600Z‡–dusk. Wildlife on and invof arpt. Rwy 01–19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush, fence, NSTD grade, golf course. Rwy 19 rwy thld markings not 150′ long, located too close to rwy end. Loose gravel length of twy. Rwy 01–19 NSTD LIRL; incorrect spacing of thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 341° 14.9 NM to fld. 878/7E.



FARMINGTON N37°40.41′ W90°14.04′ NOTAM FILE FAM. ST LOUIS

(H) VORTAC 115.7 FAM Chan 104 299° 10.7 NM to Farmington Rgnl. 1220/1E. **HIWAS.** H–5D, L–16H

HIWAS out of svc indefinitely.

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

FARMINGTON RGNL (FAM) 1 S UTC−6(−5DT) N37°45.66′ W90°25.72′ ST. LOUIS

946 B S4 **FUEL** 100LL, JET A NOTAM FILE FAM L–16H

RWY 02–20: H4222X75 (CONC) S–30 MIRL 0.8% up N IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 223′. Trees. Rgt tfc. **RWY 20:** Tree.

AIRPORT REMARKS: Attended 1330–2300Z‡. Helicopter activity on and invof airfield. 100′ x 75′ full strength conc safety area southwest end, 590′ by 16′ asph safety area northeast end, not full strength. Crane unknown 50′ AGL adjacent to apron. Rwy 02–20 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573–756–4502. Rwy 02 560′ overrun unusable. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 02—CTAF. PAPI Rwy 02 on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.275 (573) 756–6042. **HIWAS** 115.7 FAM.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.7T (ST LOUIS RADIO)

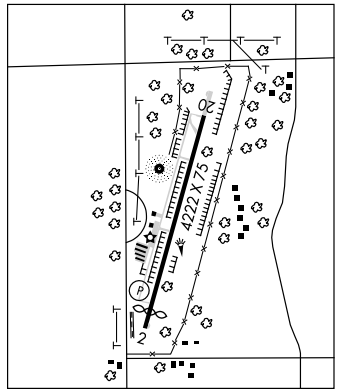
RCO 122.3 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 299° 10.6 NM to fld. 1220/1E. **HIWAS.**

PERRINE NDB (MHW) 367 PRI N37°45.84′ W90°25.72′ at fld. Unmonitored.



VORTAC ANX 114.0 Chan 87	APP CRS 161°	Rwy Idg 2000 TDZE 998 Apt Elev 998

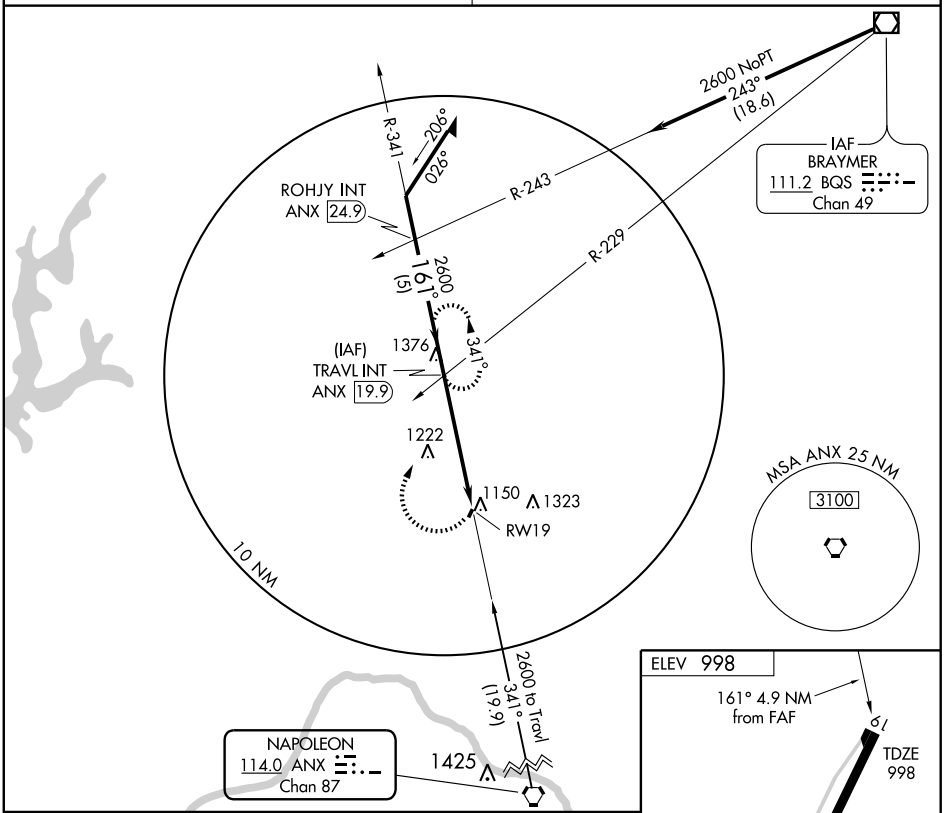
VOR or GPS RWY 19

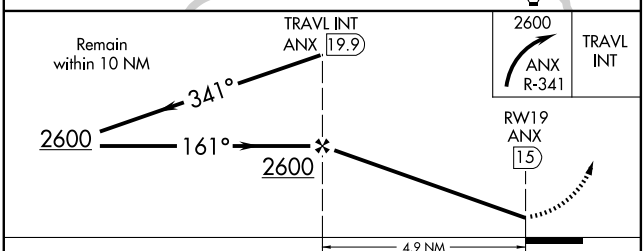
EXCELSIOR SPRINGS MEMORIAL (3EX)

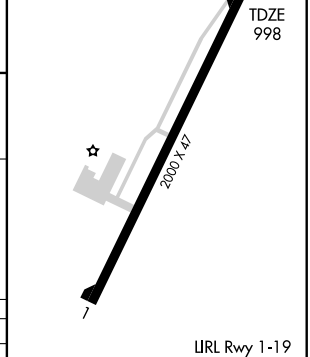
Use Charles B. Wheeler Downtown altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

KANSAS CITY APP CON	UNICOM
118.4 294.7	122.7 (CTAF)







LIRL Rwy 1-19

CATEGORY	A	B	C	D
S-19	1620-1	622 (700-1)	NA	
CIRCLING	1620-1	622 (700-1)	NA	

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ELTON HENSLEY MEM (See FULTON)

EMVILLE N40°20.90′ W94°54.93′ NOTAM FILE COU. OMAHA

NDB (MHW) 317 EVU at Northwest Missouri Rgnl. Unmonitored. Unusable byd 15 NM. L–10J

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC−6(−5DT) N39°20.23′ W94°11.86′ KANSAS CITY

997 B NOTAM FILE COU L–27A, A

RWY 01–19: H2000X47 (ASPH–AFSC) S–4 LIRL (NSTD) IAP

RWY 01: Tree. **RWY 19:** Trees.

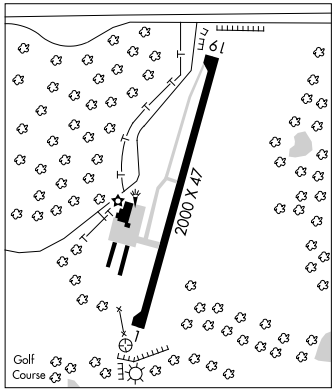
AIRPORT REMARKS: Attended 1600Z‡–dusk. Wildlife on and invof arpt. Rwy 01–19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush, fence, NSTD grade, golf course. Rwy 19 rwy thld markings not 150′ long, located too close to rwy end. Loose gravel length of twy. Rwy 01–19 NSTD LIRL; incorrect spacing of thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 341° 14.9 NM to fld. 878/7E.



FARMINGTON N37°40.41′ W90°14.04′ NOTAM FILE FAM. ST LOUIS

(H) VORTAC 115.7 FAM Chan 104 299° 10.7 NM to Farmington Rgnl. 1220/1E. **HIWAS.** H–5D, L–16H

HIWAS out of svc indefinitely.

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

FARMINGTON RGNL (FAM) 1 S UTC−6(−5DT) N37°45.66′ W90°25.72′ ST. LOUIS

946 B S4 **FUEL** 100LL, JET A NOTAM FILE FAM L–16H

RWY 02–20: H4222X75 (CONC) S–30 MIRL 0.8% up N IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 223′. Trees. Rgt tfc. **RWY 20:** Tree.

AIRPORT REMARKS: Attended 1330–2300Z‡. Helicopter activity on and invof airfield. 100′ x 75′ full strength conc safety area southwest end, 590′ by 16′ asph safety area northeast end, not full strength. Crane unknown 50′ AGL adjacent to apron. Rwy 02–20 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573–756–4502. Rwy 02 560′ overrun unusable. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 02—CTAF. PAPI Rwy 02 on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.275 (573) 756–6042. **HIWAS** 115.7 FAM.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.7T (ST LOUIS RADIO)

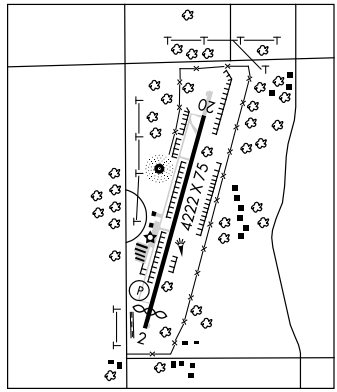
RCO 122.3 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 299° 10.6 NM to fld. 1220/1E. **HIWAS.**

PERRINE NDB (MHW) 367 PRI N37°45.84′ W90°25.72′ at fld. Unmonitored.



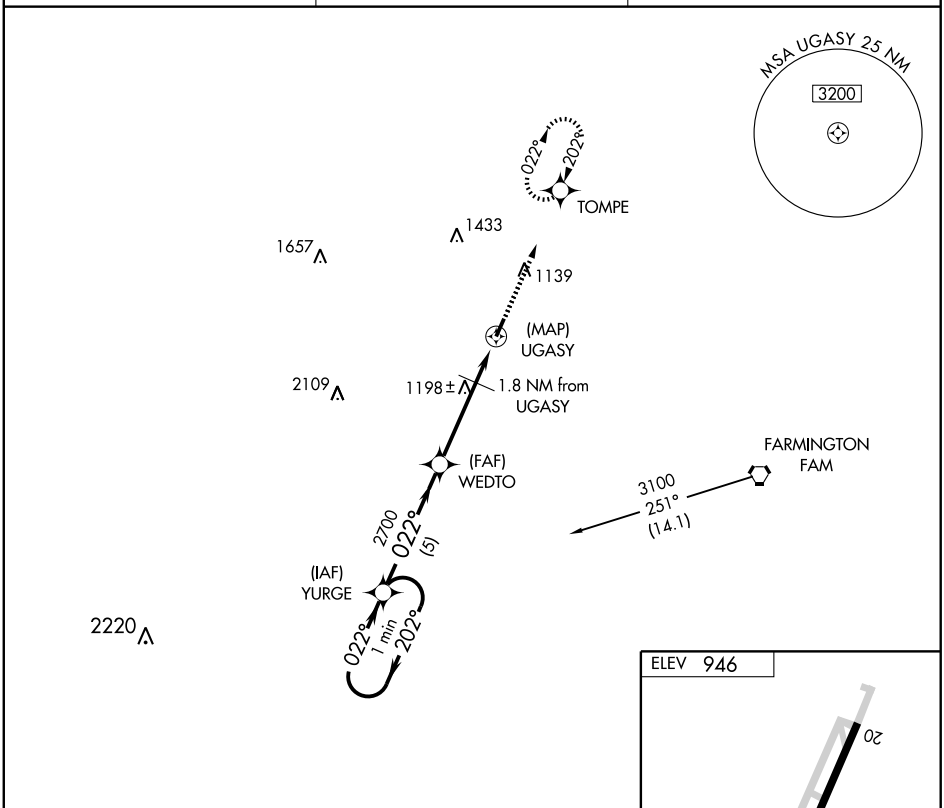
APP CRS	Rwy Idg	3999
022°	TDZE	946
	Apt Elev	946

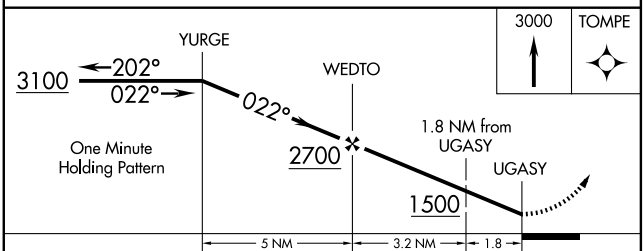
GPS RWY 2
FARMINGTON RGNL (FAM)

NA

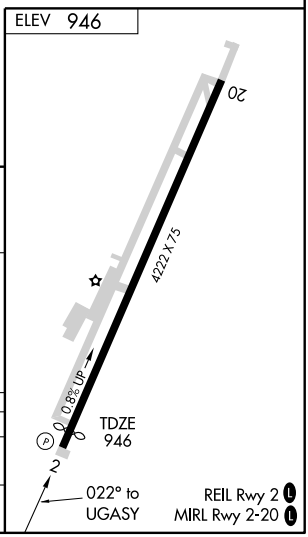
MISSED APPROACH: Climb to 3000 direct TOMPE WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1300-1	354 (400-1)	NA	
CIRCLING	1440-1	494 (500-1)	NA	



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

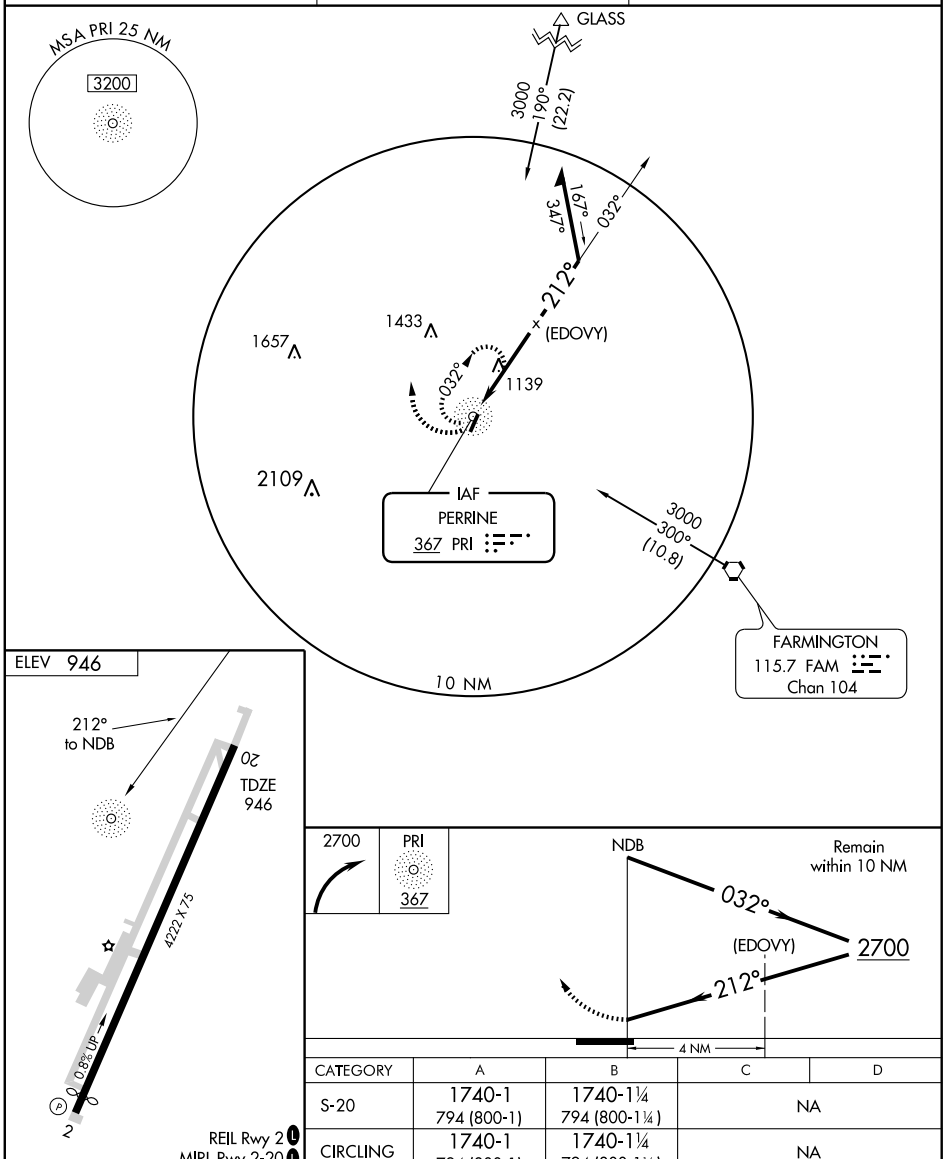
NDB PRI	APP CRS		
367	212°	Rwy Idg	4222
		TDZE	946
		Apt Elev	946

NDB or GPS RWY 20
FARMINGTON RGNL (FAM)

NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	
CIRCLING	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

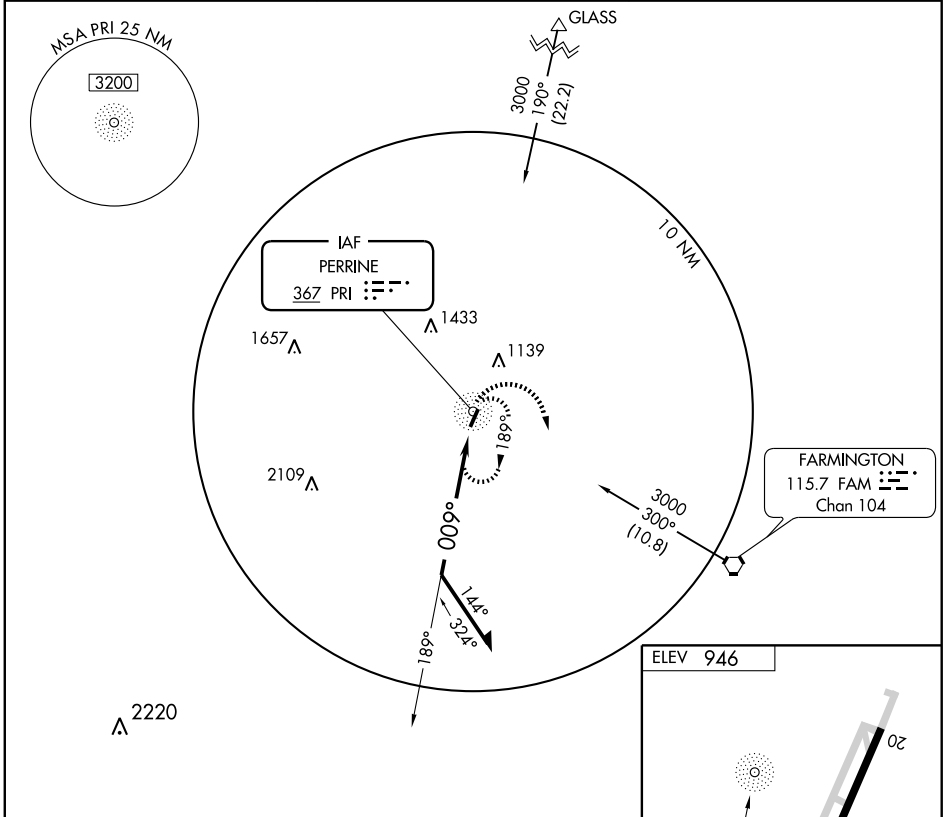
NDB PRI 367	APP CRS 009°	Rwy Idg 3999 TDZE 946 Apt Elev 946

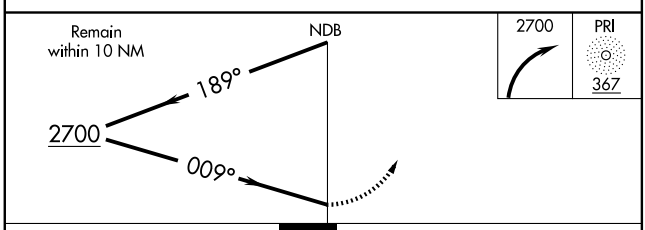
NDB RWY 2
FARMINGTON RGNL (FAM)

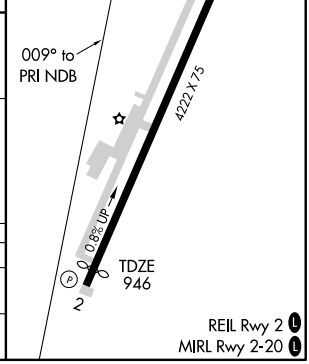
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	
CIRCLING	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

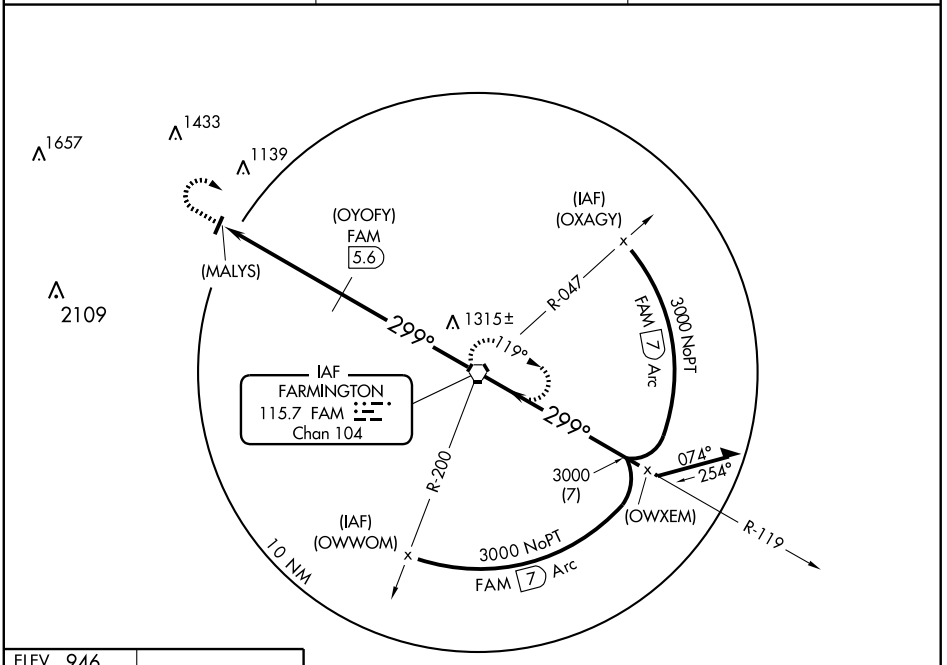
VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy Idg N/A TDZE N/A Apt Elev 946

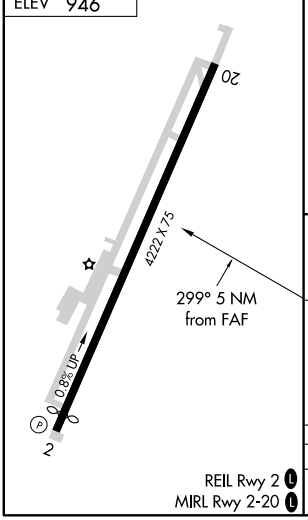
VOR/DME or GPS-A
FARMINGTON RGNL (FAM)

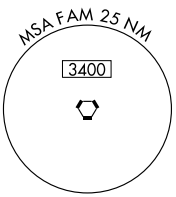
NA

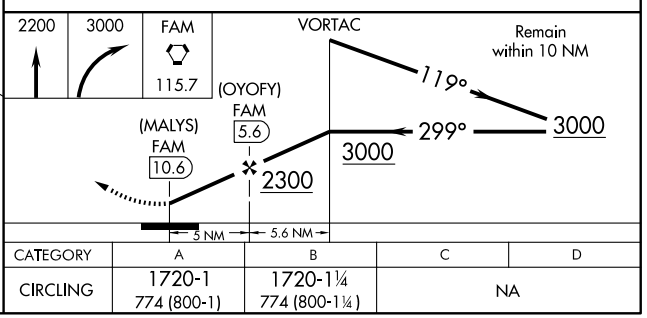
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L







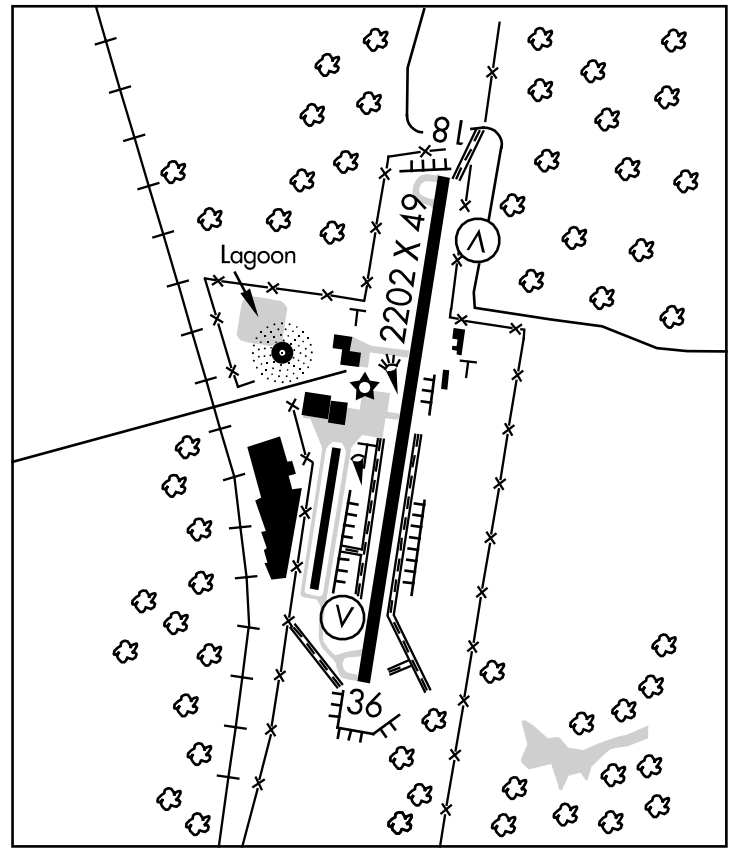


CATEGORY	A	B	C	D
CIRCLING	1720-1 774 (800-1)	1720-1¼ 774 (800-1¼)	NA	

REIL Rwy 2 L
MIRL Rwy 2-20 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

FESTUS MEM (FES) 2 S UTC−6(−5DT) N38°11.70′ W90°23.13′ **ST LOUIS**
433 B S6 **FUEL** 100LL NOTAM FILE STL **L–16H**
RWY 18–36: H2202X49 (ASPH–AFSC) S–8 MIRL (NSTD) **IAP**
RWY 18: SAVASI(S2L). Trees.
RWY 36: REIL. SAVASI(S2L). Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel available 24 hr with credit card. NSTD rwy safety area byd each rwy end, Rwy 18 has large drop off 118′ from rwy end, Rwy 36 has rolling and steep terrain. Rwy 18 NSTD npi markings, incorrect spacing of markings. Obstructed by grass and weeds. Rwy 36 NSTD npi markings, incorrect spacing of markings. Rwy 18–36 pavement has grass growing in cracks and loose aggregate. Rwy 18–36 NSTD MIRL; incorrect spacing of thld lgts and edge lgts in middle section of rwy. Rwy 18 VASI OTS indef. Rwy 36 VASI OTS indef. Rwy 36 REIL too close to rwy edge. ACTIVATE NSTD MIRL Rwy 18–36, REIL Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 opr 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 346° 32.1 NM to fld. 1220/1E. **HIWAS.**
NDB (MHW) 269 FES N38°11.75′ W90°23.26′ at fld. NOTAM FILE STL. Monitored 1400–0200Z‡, by prior arrangement with Multi-Aero Inc.



FLOYD W JONES LEBANON (See LEBANON)

FLYING BAR H RANCH (See SPRINGFIELD)

FORISTELL N38°41.66′ W90°58.27′ NOTAM FILE STL. **ST LOUIS**
(L) VORTACW 110.8 FTZ Chan 45 184° 6.5 NM to Washington Rgnl 818/5E. **H–5D, L–27B, A**

FORNEY N37°44.55′ W92°08.34′ NOTAM FILE TBN. **KANSAS CITY**
(L) VOR 110.0 TBN at Waynesville ST. Robert Rgnl Forney Fld. VOR unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends. **L–16G**

NDB FES 269	APP CRS 357°	Rwy Idg 2202 TDZE 431 Apt Elev 433

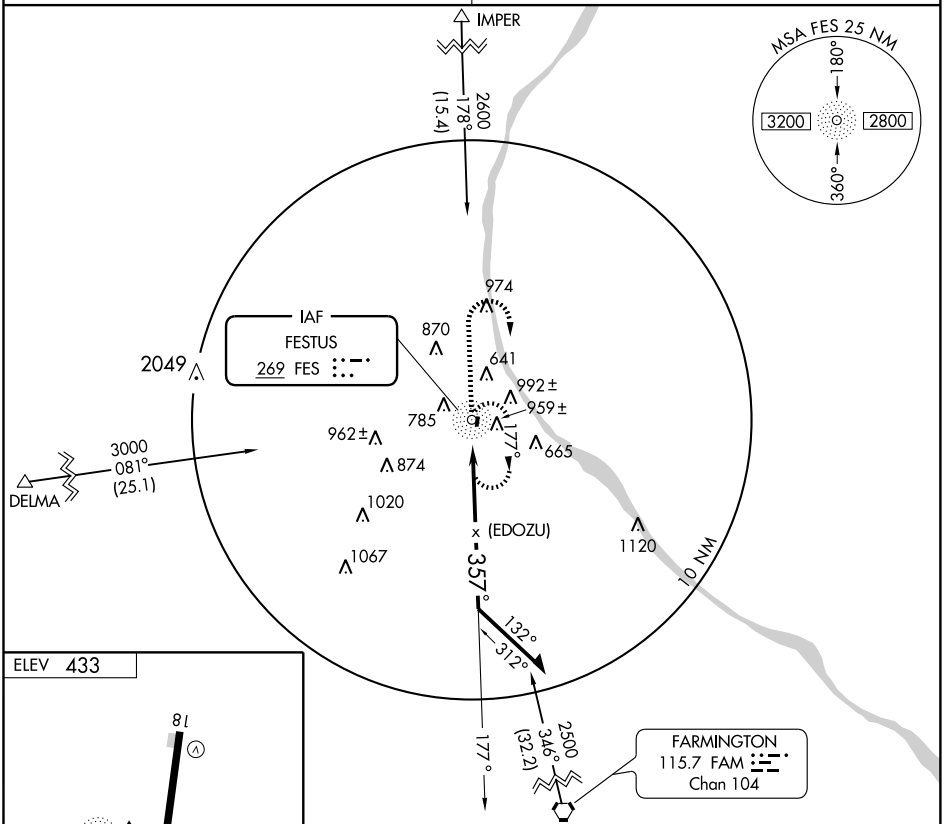
NDB or GPS RWY 36
FESTUS MEMORIAL (FES)

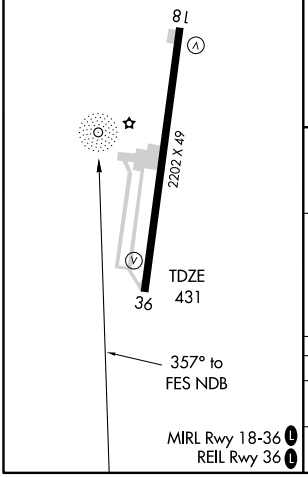
NA

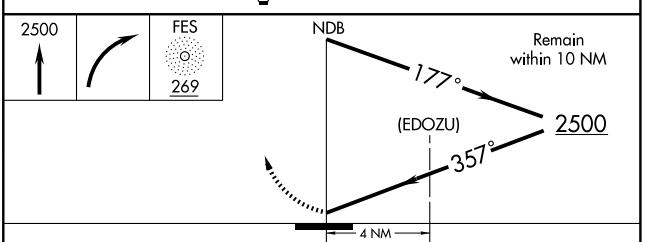
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.7 (CTAF) L

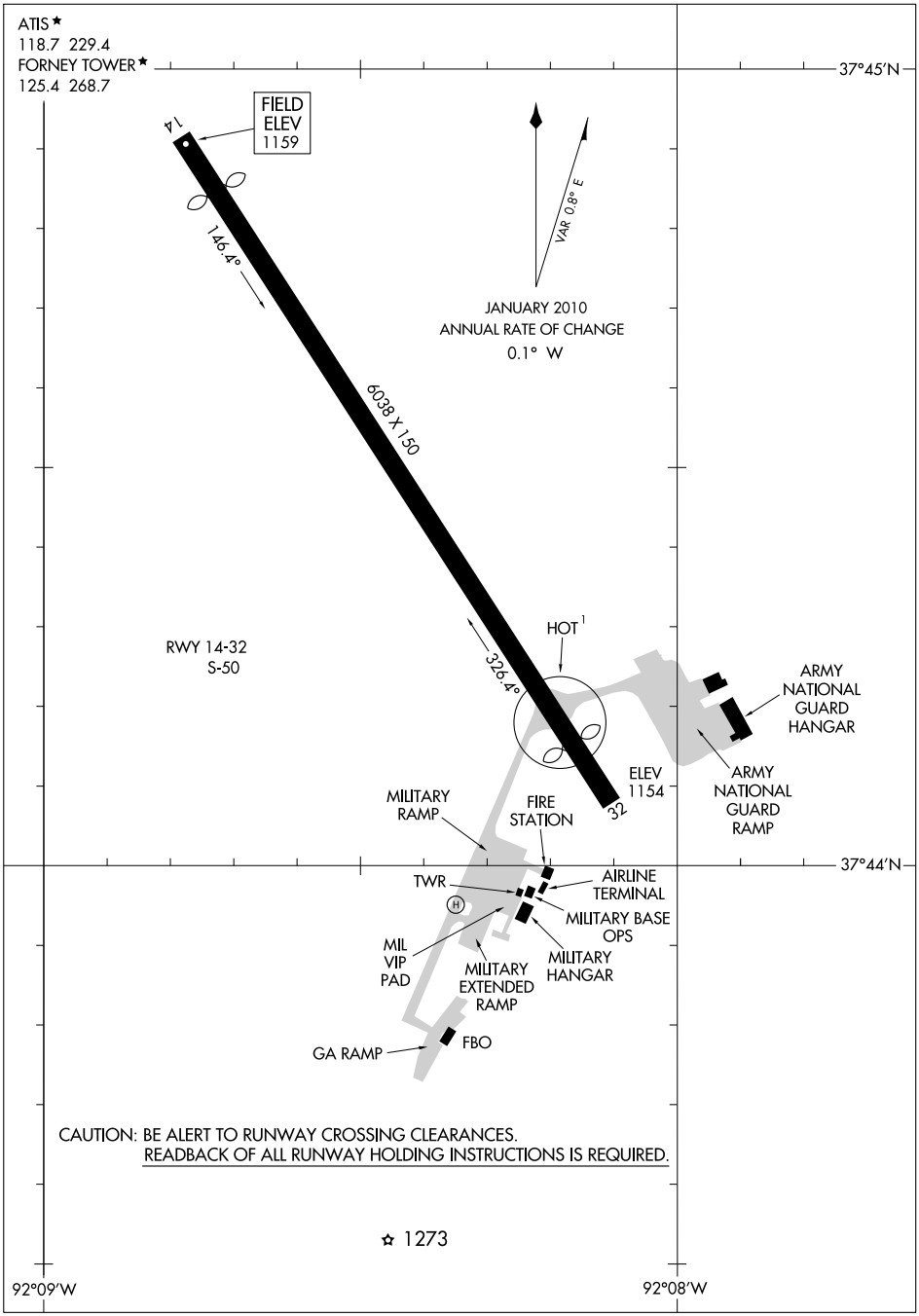






CATEGORY	A	B	C	D
S-36	1520-1¼ 1089 (1100-1¼)	1520-1½ 1089 (1100-1½)	NA	
CIRCLING	1520-1¼ 1087 (1100-1¼)	1520-1½ 1087 (1100-1½)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010



AIRPORT DIAGRAM
FT. LEONARD WOOD, MISSOURI
10210
FT. LEONARD WOOD/WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

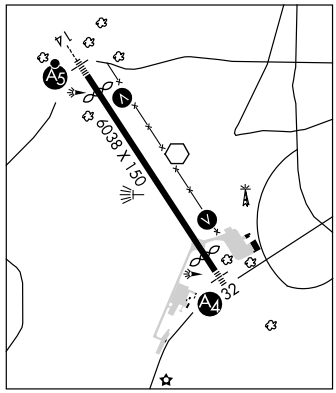
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

FORT LEONARD WOOD

WAYNESVILLE–ST ROBERT RGNL FORNEY FLD (TBN)(KTBN) CIV/MIL 0 SW UTC−6(−5DT)

KANSAS CITY
H–5D, L–16G
IAP, AD

N37°44.50′ W92°08.44′
1159 B **FUEL** 100LL, JET A NOTAM FILE TBN
RWY 14–32: H6038X150 (ASPH) S–50 HIRL
RWY 14: MALSR. REIL. VASI(V2L)—GA 2.9° TCH 36′. Thld dsplcd 501′. Pole.
RWY 32: MALS. REIL. VASI(V2R)—GA 2.9° TCH 36′. Thld dsplcd 526′. Road. Rgt tfc.



MILITARY SERVICE: FUEL PPR rqr Mil JP8 avbl Mon–Fri 1230–2130Z‡ except holidays, operating time for Code 6 and above. (NC–100LL, Jet A avbl 1400–2300Z‡ C573–329–4216.) 24 hr self svc with credit card.

AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡ excluding holidays. Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSR and VASI and REIL Rwy 14 and MALS, VASI and REIL Rwy 32—125.4.

MILITARY REMARKS: RSTD PPR for all transient military acft DSN 581–0165/4819, C573–596–0165/4819. **MISC** Weather observer augmented, edited or manual as required Mon–Fri 1200–0300Z‡, Sat 1300–2100Z‡, Sun 1700–0100Z‡. Weather forecast not avbl local. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781–4775, C318–456–4775, C866–223–2398 (toll free), fax DSN 781–3493 or C318–456–3493, web site https://ows.barksdale.af.mil/.

WEATHER DATA SOURCES: ASOS (C573) 596–6959.

COMMUNICATIONS: CTAF 125.4 **ATIS** 118.7 229.4 (Mon–Fri 1200–0300Z‡ except holidays)
FORNEY TOWER 125.4 268.7 (Mon–Fri 1200–0300Z‡ except holidays) **FORNEY OPS** 40.95 237.5
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35 284.67

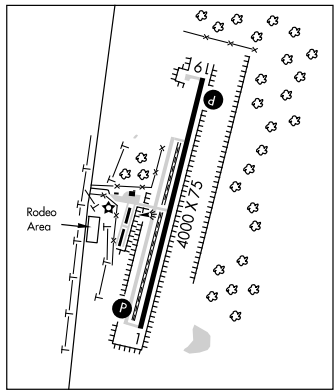
AIRSPACE: CLASS D svc Mon–Fri 1200–0300Z‡ except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TBN.
FORNEY (L)VOR 110.0 TBN N37°44.55′ W92°08.34′ at fld. VOR unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.31′ 292° 19.1 NM to fld. 1370/6E. **HIWAS.** NOTAM FILE COU.
BUCKHORN NDB (MH) 391 BHN N37°41.85′ W92°06.23′ 323° 3.2 NM to fld. Unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
ILS/DME 110.9 I–TBN Chan 46 Rwy 14. Unmonitored when twr clsd (Mon–Fri 1200–0300Z‡, weekends and holidays.)

FREDERICKTOWN RGNL (H88) 3 N UTC−6(−5DT) N37°36.35′ W90°17.24′

ST LOUIS
L–16H
IAP

880 B S3 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 01–19: H4000X75 (ASPH) S–12.5 MIRL
RWY 01: PAPI (P4L)—GA 3.0° TCH 40′.
RWY 19: PAPI(P4L)—GA 3.0° TCH 42′. Trees.



AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. For svc after hrs call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 211° 4.8 NM to fld. 1220/1E. **HIWAS.**

LOC/DME I-TBN	APP CRS	Rwy Idg	5537
110.9	144°	TDZE	1158
Chan 46		Apt Elev	1159

FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

ILS or LOC RWY 14

When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7

Transition to PIMEW INT requires use of SHY R-111 and VIH R-237.
Transition to GIJOE INT requires use of TBN R-323 and VIH R-224.

3000 NoPT 111° (16.9)
IAF SUNSHINE 108.4 SHY Chan 21
3000 224° (30.9)
VICHY 117.7 VIH Chan 124
(IF) PIMEW INT I-TBN 13
R-237
R-224
R-324
324°
144°
189°
009°
3000 144° (6.7)
R-323
1341
(IAF) GIJOE OM I-TBN 6.3
3000 to GIJOE 323° (5.8)
FORNEY 110.0 TBN
R-4501H
1349
1320
1219±
LOCALIZER 110.9 I-TBN Chan 46
1730
MSA TBN 25 NM
2900
10 NM
1271
R-4501F
BUCKHORN 391 BHN
R-4501B
R-4501A
R-44501E
R-4501C,D
CANNON A MOA
LINDBERGH A MOA

NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 1159
HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L
1208±
TDZE 1158
144° 5.3 NM from FAF
6038 X 150
1249
1250
1273

Remain within 10 NM
GIJOE OM I-TBN 6.3
2931
3000
144°
324°
3000
GS 3.00°
TCH 49
1700
3000
TBN R-324
PIMEW INT
I-TBN 1.8
I-TBN 1
4.5 NM
0.8

CATEGORY	A	B	C	D
S-ILS 14	1358-½ 200 (200-½)			
S-LOC 14	1480-½ 322 (400-½)			1480-¾ 322 (400-¾)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA/VICHY ALTIMETER SETTING MINIMUMS				
S-ILS 14	1427-½ 269 (300-½)			
S-LOC 14	1540-½ 382 (400-½)			1540-¾ 382 (400-¾)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3, 26 AUG 2010 to 23 SEP 2010

NDB BHN	APP CRS	Rwy Idg	5537
391	143°	TDZE	1158
		Apt Elev	1159

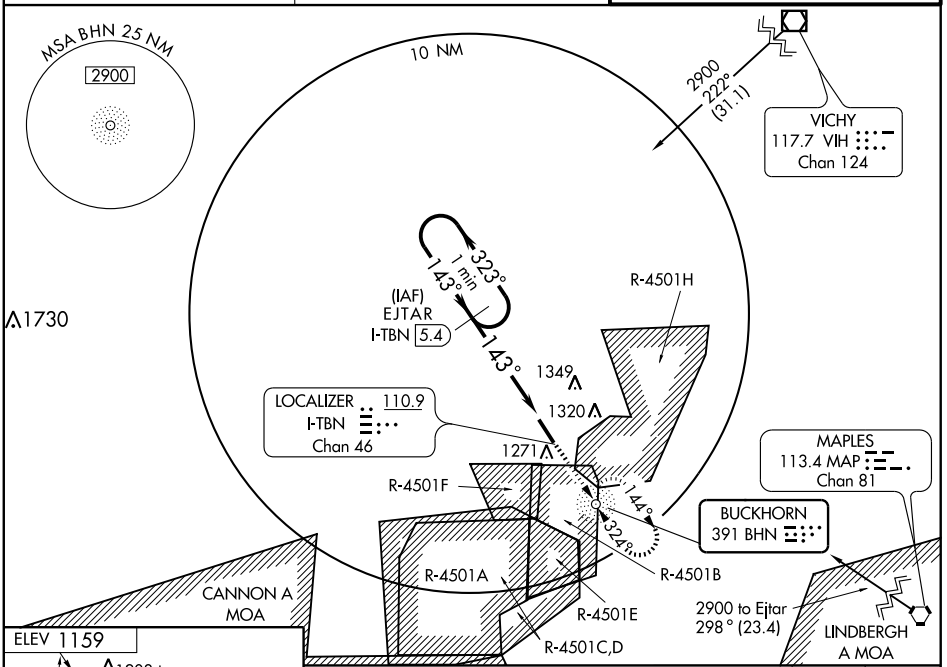
FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) NDB/DME RWY 14

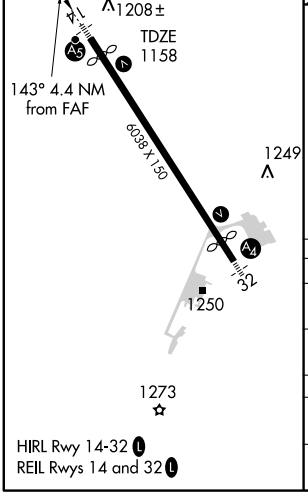
NA When Forney control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or H in use. Simultaneous reception of I-TBN DME and BHN NDB required. Inoperative table does not apply.

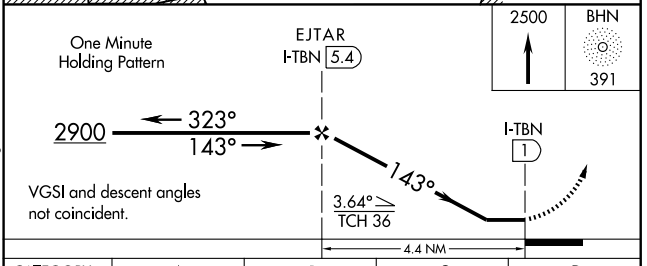
MALSR

MISSED APPROACH: Climb to 2500 direct BHN NDB and hold.

ATIS★	KANSAS CITY CENTER	FORNEY TOWER★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-14	1600-1	442 (500-1)	1600-1¼ 442 (500-1¼)	NA
CIRCLING	1600-1 441 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-14	1680-1	522 (600-1)	1680-1½ 522 (600-1½)	NA
CIRCLING	1680-1	521 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

NDB BHN	APP CRS	Rwy Idg	5512
391	324°	TDZE	1153
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

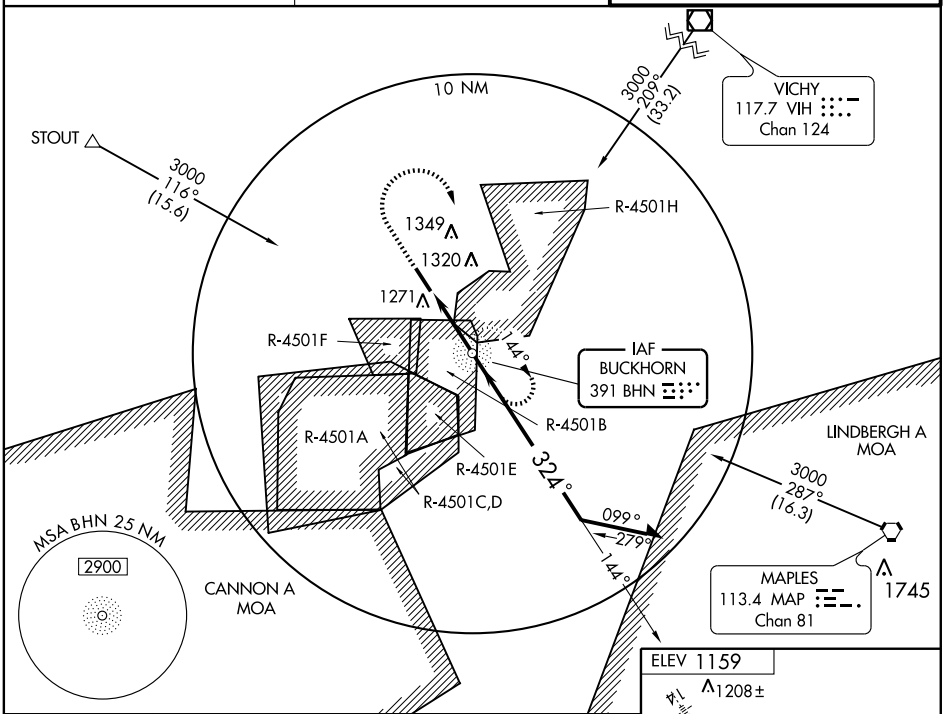
NDB RWY 32

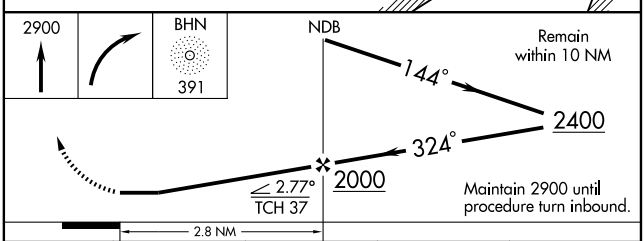
⚠ When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

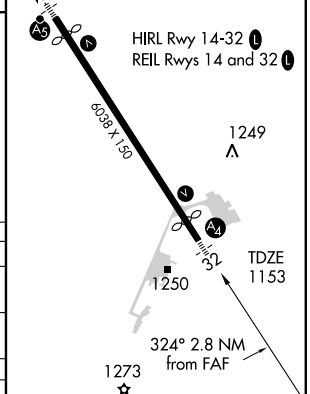
MALS

MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1 507 (600-1)		1660-1½ 507 (600-1½)	
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5537
Chan 53499	144°	TDZE	1158
W14A		Apt Elev	1159

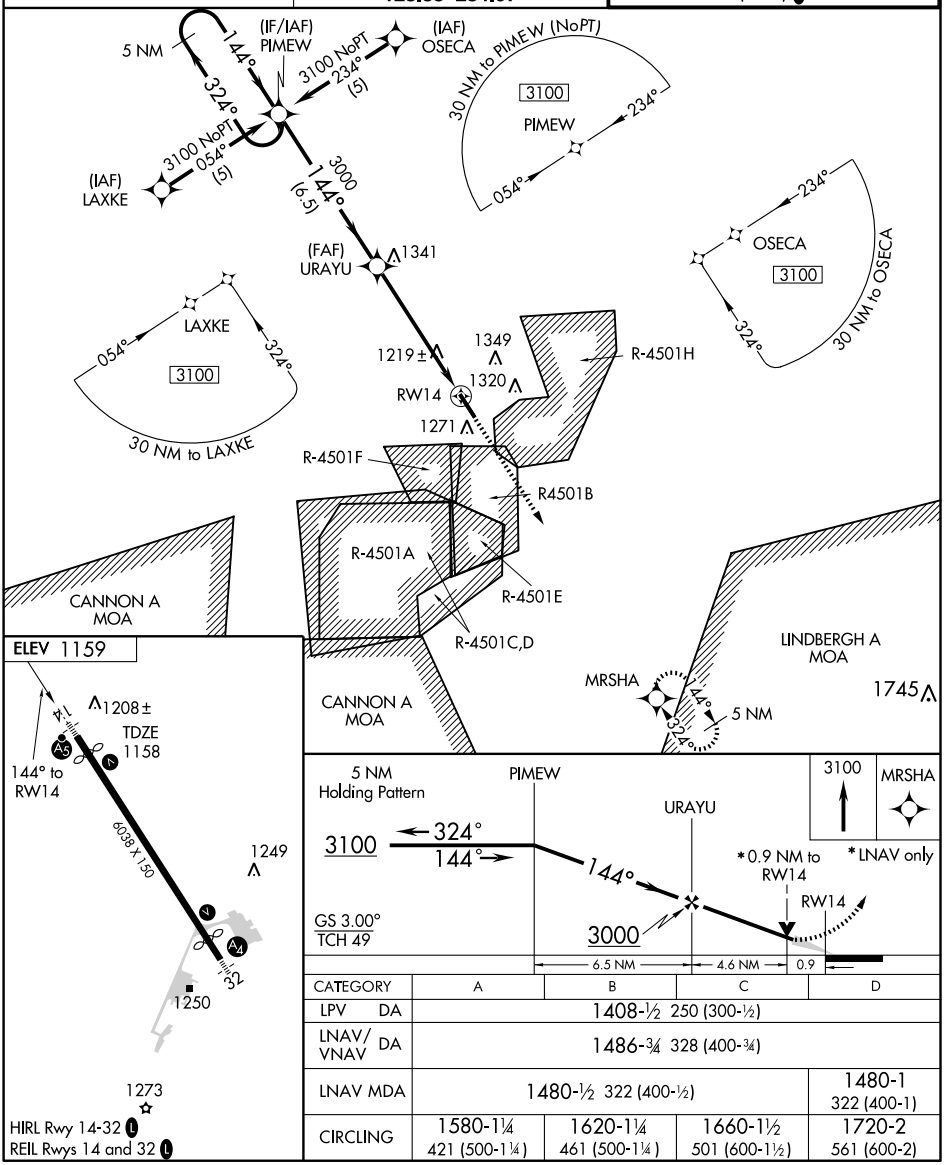
FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 14

DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80′ and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALSR

MISSED APPROACH: Climb to 3100 direct MRSHA and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7



CATEGORY	A	B	C	D
LPV DA	1408-½ 250 (300-½)			
LNAV/ VNAV DA	1486-¾ 328 (400-¾)			
LNAV MDA	1480-½ 322 (400-½)			1480-1 322 (400-1)
CIRCLING	1580-1¼ 421 (500-1¼)	1620-1¼ 461 (500-1¼)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5512
Chan 99499	324°	TDZE	1153
W32A		Apt Elev	1159

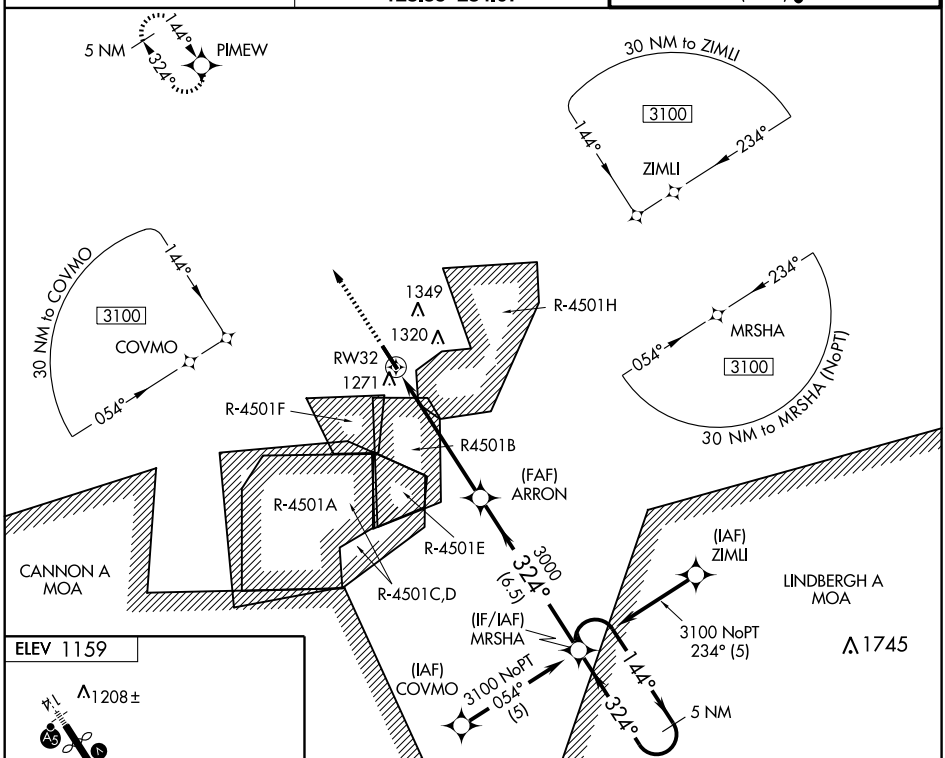
FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 32

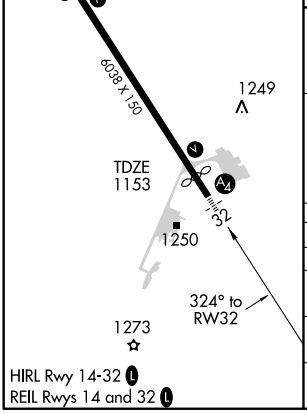
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80′ and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. Inoperative table does not apply.

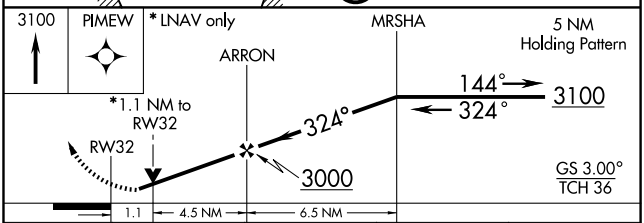
MALS

MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
LPV DA	1403/50 250 (300-1)			
LNAV/ VNAV DA	1541-1½ 388 (400-1½)			
LNAV MDA	1540/50 387 (400-1)			1540/60 387 (400-1¼)
CIRCLING	1580-1½ 421 (500-1½)	1620-1½ 461 (500-1½)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

VOR TBN	APP CRS	Rwy Idg	5537
110.0	135°	TDZE	1158
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

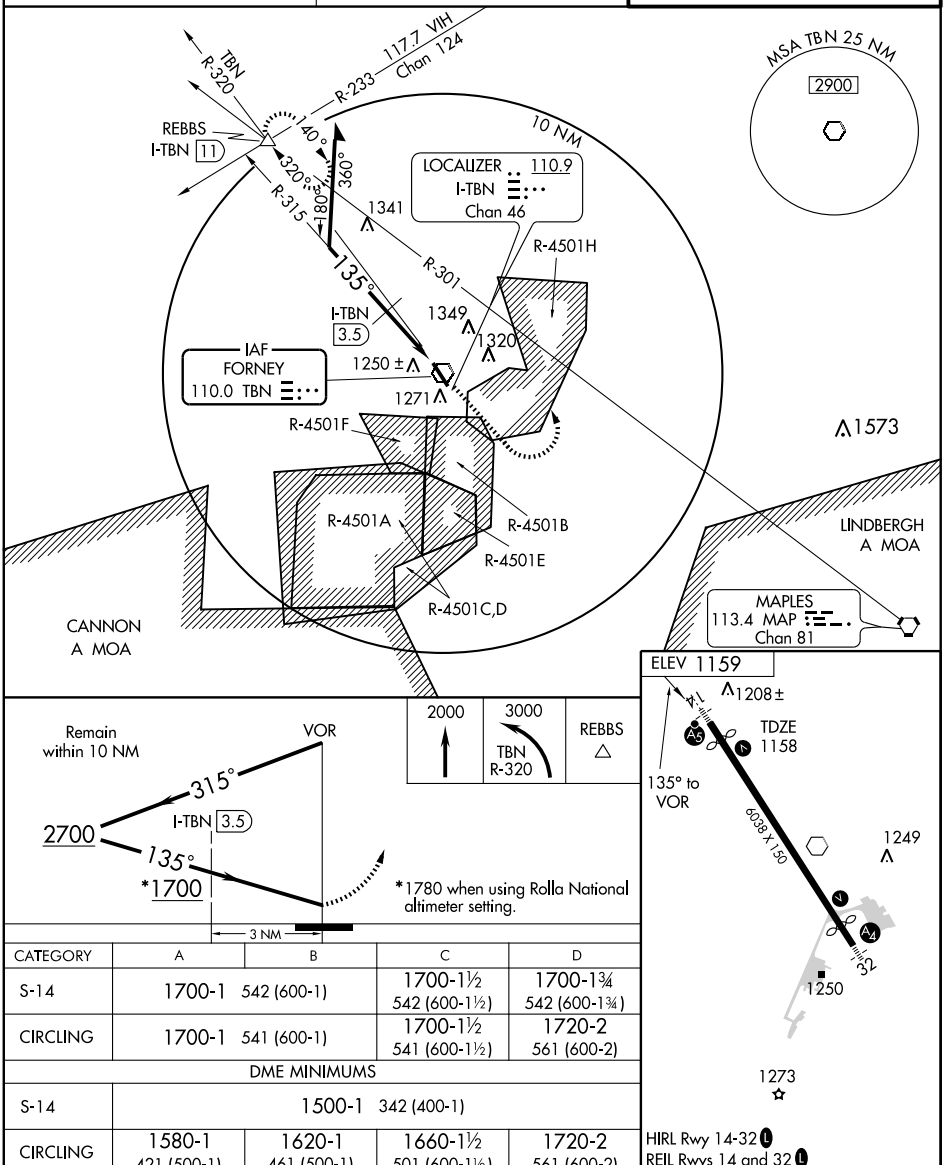
VOR RWY 14

⚠ When control tower closed, use Rolla National altimeter setting: Increase all MDAs 80 feet and all visibilities ½ mile. Procedure not authorized when R-4501B or R-4501H in use.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via TBN R-320 to REBBS Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) Ⓛ 268.7



CATEGORY	A	B	C	D
S-14	1700-1 542 (600-1)		1700-1½ 542 (600-1½)	1700-1¾ 542 (600-1¾)
CIRCLING	1700-1 541 (600-1)		1700-1½ 541 (600-1½)	1720-2 561 (600-2)
DME MINIMUMS				
S-14	1500-1 342 (400-1)			
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR TBN	APP CRS	Rwy Idg	5512
110.0	326°	TDZE	1153
		Apt Elev	1159

VOR RWY 32

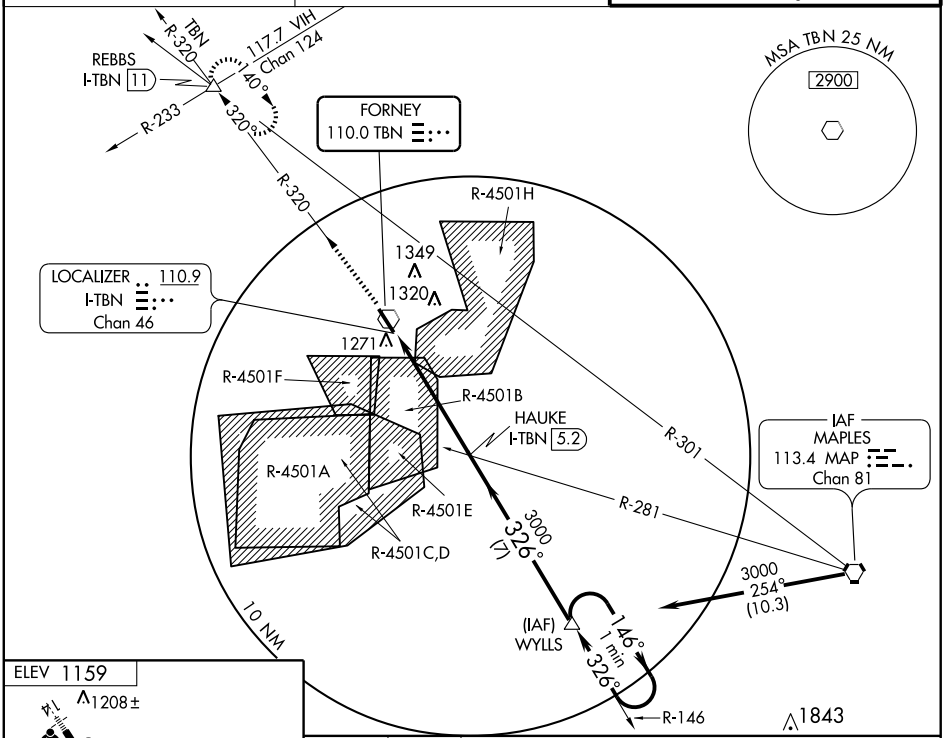
FT. LEONARD WOOD/
WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

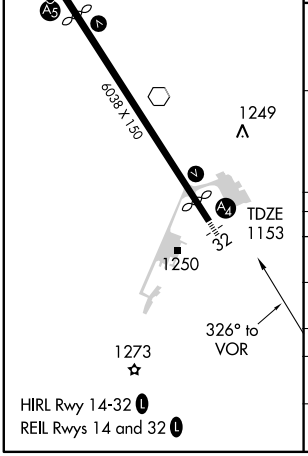
⚠ When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

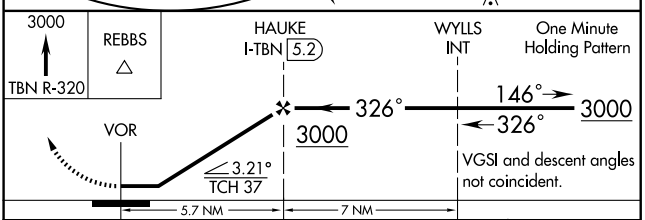
MALS

MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1640-1 487 (500-1)		1640-1¼ 487 (500-1¼)	1640-1½ 487 (500-1½)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

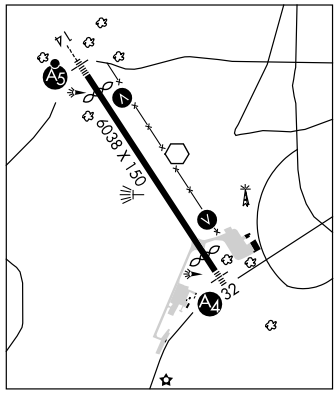
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

FORT LEONARD WOOD

WAYNESVILLE–ST ROBERT RGNL FORNEY FLD (TBN)(KTBN) CIV/MIL 0 SW UTC−6(−5DT)

KANSAS CITY
H–5D, L–16G
IAP, AD

N37°44.50′ W92°08.44′
1159 B **FUEL** 100LL, JET A NOTAM FILE TBN
RWY 14–32: H6038X150 (ASPH) S–50 HIRL
RWY 14: MALSR. REIL. VASI(V2L)—GA 2.9° TCH 36′. Thld dsplcd 501′. Pole.
RWY 32: MALS. REIL. VASI(V2R)—GA 2.9° TCH 36′. Thld dsplcd 526′. Road. Rgt tfc.



MILITARY SERVICE: FUEL PPR rqr Mil JP8 avbl Mon–Fri 1230–2130Z‡ except holidays, operating time for Code 6 and above. (NC–100LL, Jet A avbl 1400–2300Z‡ C573–329–4216.) 24 hr self svc with credit card.

AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡ excluding holidays. Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSR and VASI and REIL Rwy 14 and MALS, VASI and REIL Rwy 32—125.4.

MILITARY REMARKS: RSTD PPR for all transient military acft DSN 581–0165/4819, C573–596–0165/4819. **MISC** Weather observer augmented, edited or manual as required Mon–Fri 1200–0300Z‡, Sat 1300–2100Z‡, Sun 1700–0100Z‡. Weather forecast not avbl local. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781–4775, C318–456–4775, C866–223–2398 (toll free), fax DSN 781–3493 or C318–456–3493, web site https://ows.barksdale.af.mil/.

WEATHER DATA SOURCES: ASOS (C573) 596–6959.

COMMUNICATIONS: CTAF 125.4 **ATIS** 118.7 229.4 (Mon–Fri 1200–0300Z‡ except holidays)
FORNEY TOWER 125.4 268.7 (Mon–Fri 1200–0300Z‡ except holidays) **FORNEY OPS** 40.95 237.5
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35 284.67

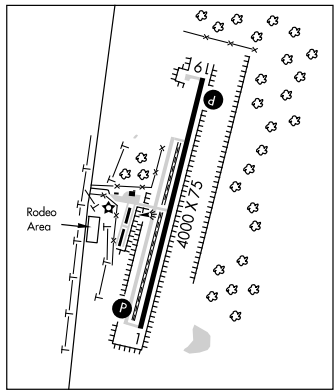
AIRSPACE: CLASS D svc Mon–Fri 1200–0300Z‡ except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TBN.
FORNEY (L)VOR 110.0 TBN N37°44.55′ W92°08.34′ at fld. VOR unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.31′ 292° 19.1 NM to fld. 1370/6E. **HIWAS.** NOTAM FILE COU.
BUCKHORN NDB (MH) 391 BHN N37°41.85′ W92°06.23′ 323° 3.2 NM to fld. Unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
ILS/DME 110.9 I–TBN Chan 46 Rwy 14. Unmonitored when twr clsd (Mon–Fri 1200–0300Z‡, weekends and holidays.)

FREDERICKTOWN RGNL (H88) 3 N UTC−6(−5DT) N37°36.35′ W90°17.24′

ST LOUIS
L–16H
IAP

880 B S3 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 01–19: H4000X75 (ASPH) S–12.5 MIRL
RWY 01: PAPI (P4L)—GA 3.0° TCH 40′.
RWY 19: PAPI(P4L)—GA 3.0° TCH 42′. Trees.



AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. For svc after hrs call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 211° 4.8 NM to fld. 1220/1E. **HIWAS.**

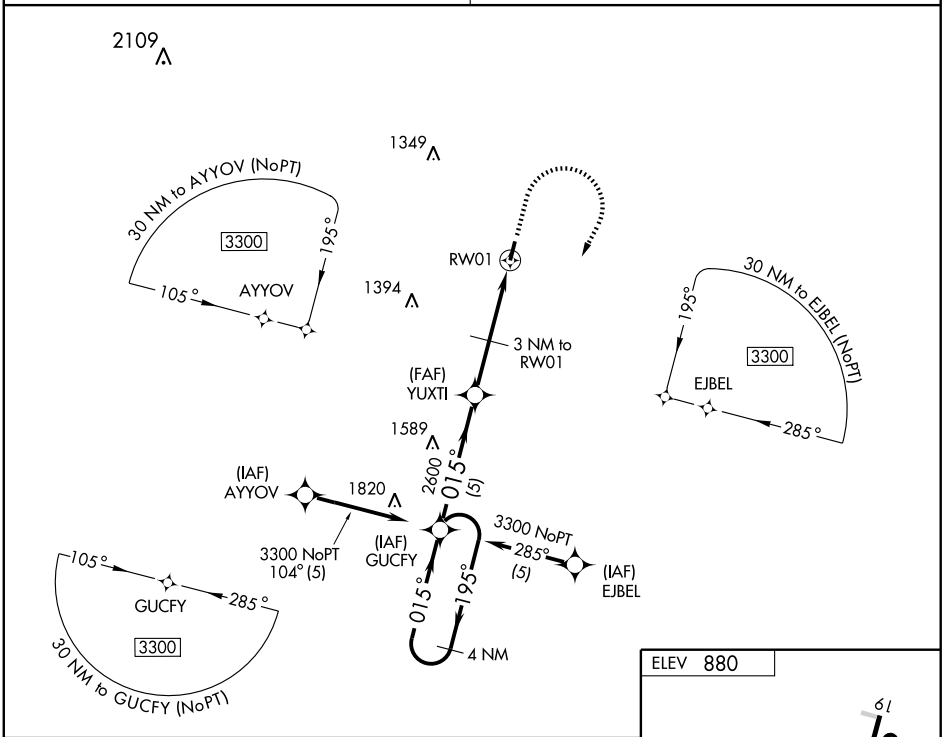
APP CRS	Rwy Idg	4000
015°	TDZE	880
	Apt Elev	880

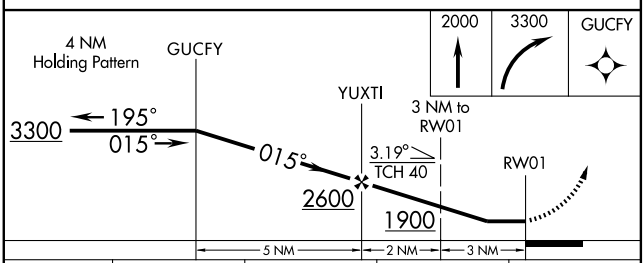
RNAV (GPS) RWY 1
FREDERICKTOWN RGNL (H88)

Use Farmington Regional altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

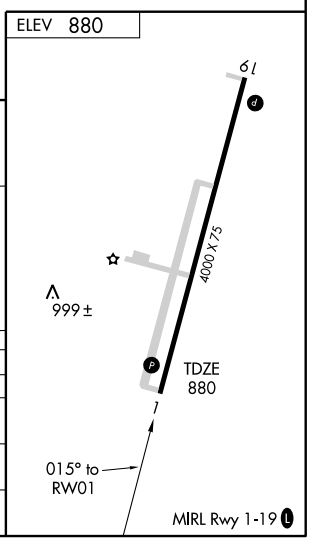
MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1300-1 420 (500-1)		NA	
CIRCLING	1420-1 540 (600-1)		NA	



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4000
195°	TDZE	880
	Apt Elev	880

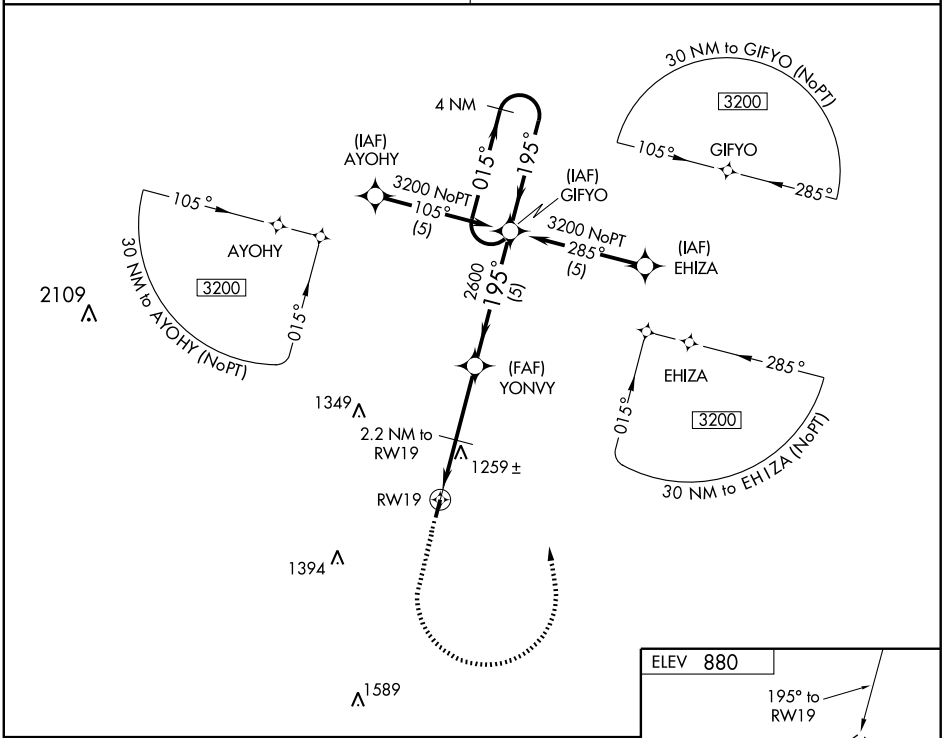
RNAV (GPS) RWY 19

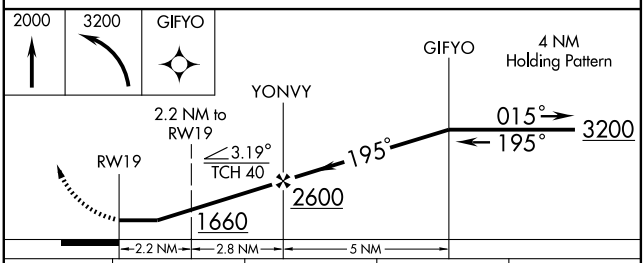
FREDERICKTOWN RGNL (H88)

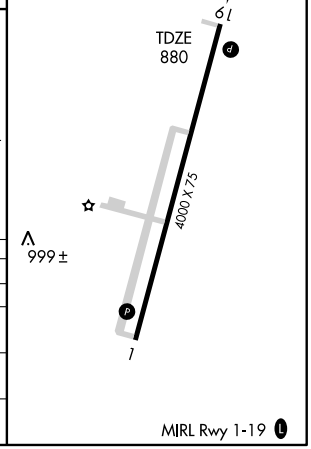
T NA — Use Farmington Regional altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 680 (700-1)		NA	
CIRCLING	1560-1 680 (700-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4000
030°	TDZE	880
	Apt Elev	880

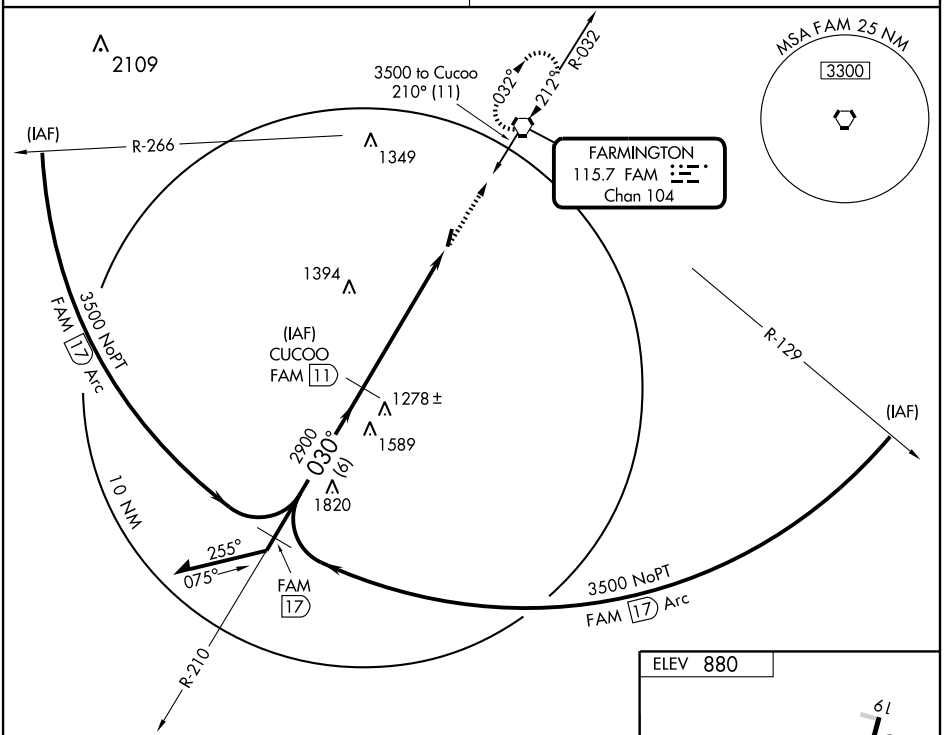
VOR/DME RWY 1
FREDERICKTOWN RGNL (H88)

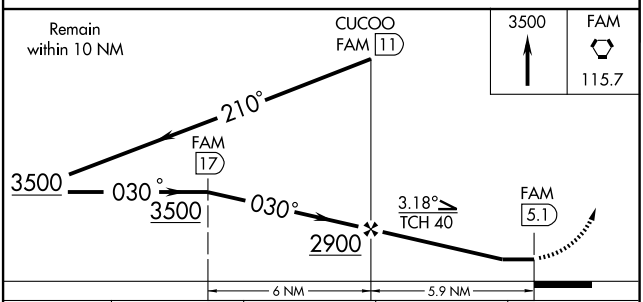
NA

Use Farmington Regional altimeter setting.

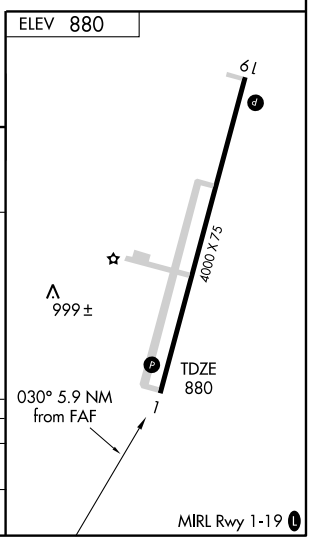
MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	1500-1	620 (700-1)	NA	
CIRCLING	1500-1	620 (700-1)	NA	



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR RWY 19

FREDERICKTOWN RGNL (H88)

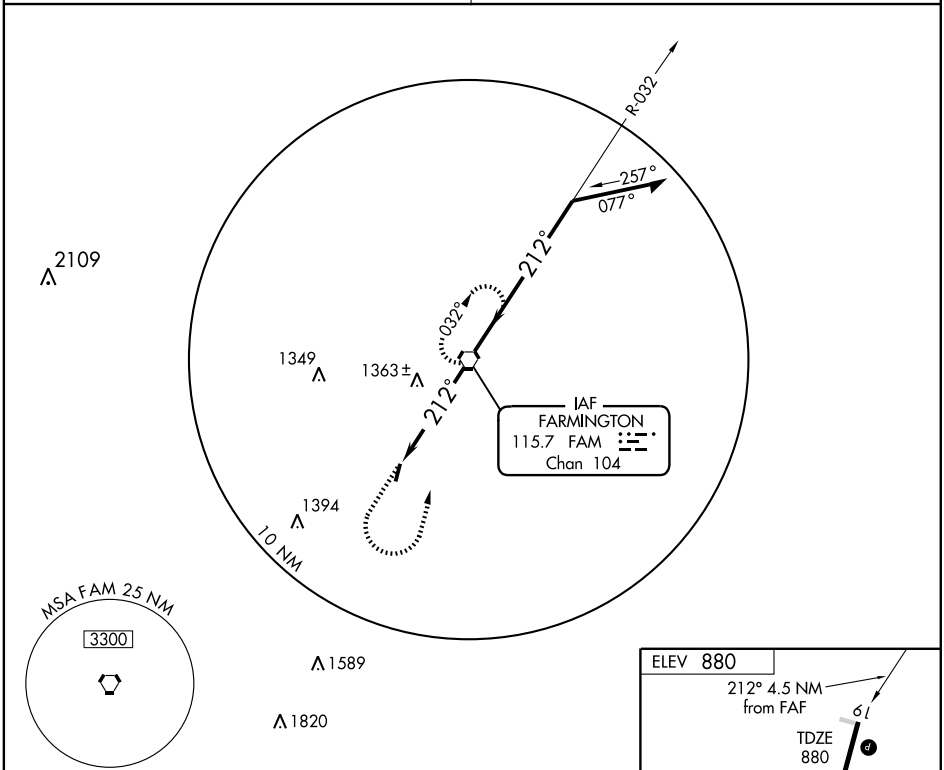
APP CRS	Rwy Idg	4000
212°	TDZE	880
	Apt Elev	880

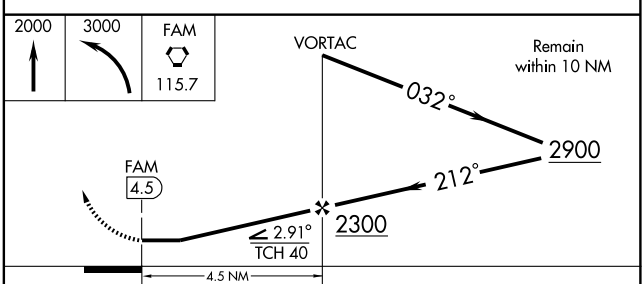
NA

Use Farmington Regional altimeter setting.

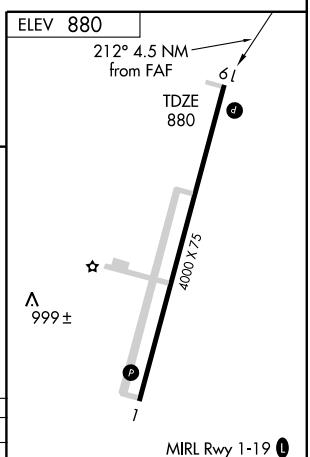
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	



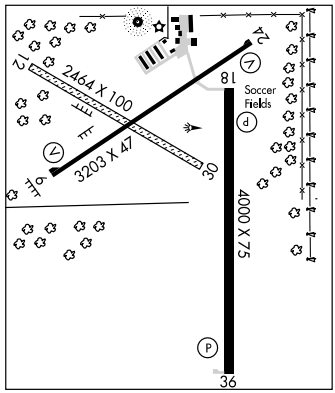
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

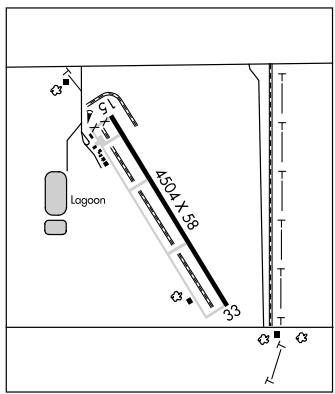
FULTON

ELTON HENSLEY MEM (FTT) 3 SW UTC−6(−5DT) N38°50.29′ W92°00.16′ KANSAS CITY
886 B S4 **FUEL** 100LL NOTAM FILE COU L–27B
RWY 18–36: H4000X75 (CONC) S–12.5 MIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Trees.
RWY 06–24: H3203X47 (ASPH) S–30 MIRL
RWY 06: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Tree.
RWY 24: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Road.
RWY 12–30: 2464X100 (TURF) 0.5% up NW
RWY 12: Tree. **RWY 30:** P–line.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. Ultralight activity on and invof arpt. Insufficient rwy safety area length byd Rwy 06 end, large drop off. Rwy 06–24 width variance 47–50′. Rwy 12–30 marked with large yellow cones. Rwy 18–36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt manager on 573–642–6222. Rwy 24 VASI OTS indef. Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ 078° 10.2 NM to fld. 883/3E.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N38°48.65′ W92°13.10′ 154° 17.5 NM to fld. 920/6E.
GUTHRIE NDB (MHW) 317 FTT N38°50.57′ W92°00.28′ at fld. OTS indef. SHUTDOWN



GAINESVILLE MEM (H27) 2 NE UTC−6(−5DT) N36°36.75′ W92°23.99′ KANSAS CITY
1070 B NOTAM FILE COU
RWY 01–19: 1895X100 (TURF) LIRL
RWY 01: Thld dsplcd 640′. Trees. **RWY 19:** Thld dsplcd 400′. Trees.
RWY 16–34: 1645X60 (TURF)
RWY 16: Thld dsplcd 945′. Trees. **RWY 34:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. Ultralight and crop dusting acft on and invof arpt. Rwy 01–19 and Rwy 16–34 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy for Rwy 01–19. Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16–34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thlds to rwy ends. Mobile home trailers and +4′ metal fence posts along east rwy edge for the first half of Rwy 16–34. Rotating bcn located 3700′ SW of Rwy 34 thld. Rwy 01–19 boundary lgts. Rwy 16–34 restricted to ldg ops only. ACTIVATE LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE UTC−6(−5DT) N36°26.63′ W89°54.23′ ST LOUIS
268 NOTAM FILE STL L–16H
RWY 15–33: H4504X58 (ASPH) IAP
RWY 15: Pole. **RWY 33:** Road.
AIRPORT REMARKS: Unattended. Rwy N–S CLOSED, used for flying of model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33 thld CLOSED. Crop dusting and ultralight acft on and invof arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15–33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass growing in cracks. Rwy 15 NSTD npi markings, centerline continous line. Rwy 33 NSTD basic markings centerline continous line. Rwy 15–33 width varies from 58–60′.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 174° 6.7 NM to fld. 280/3E.



APP CRS	Rwy Idg	3205
056°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 6

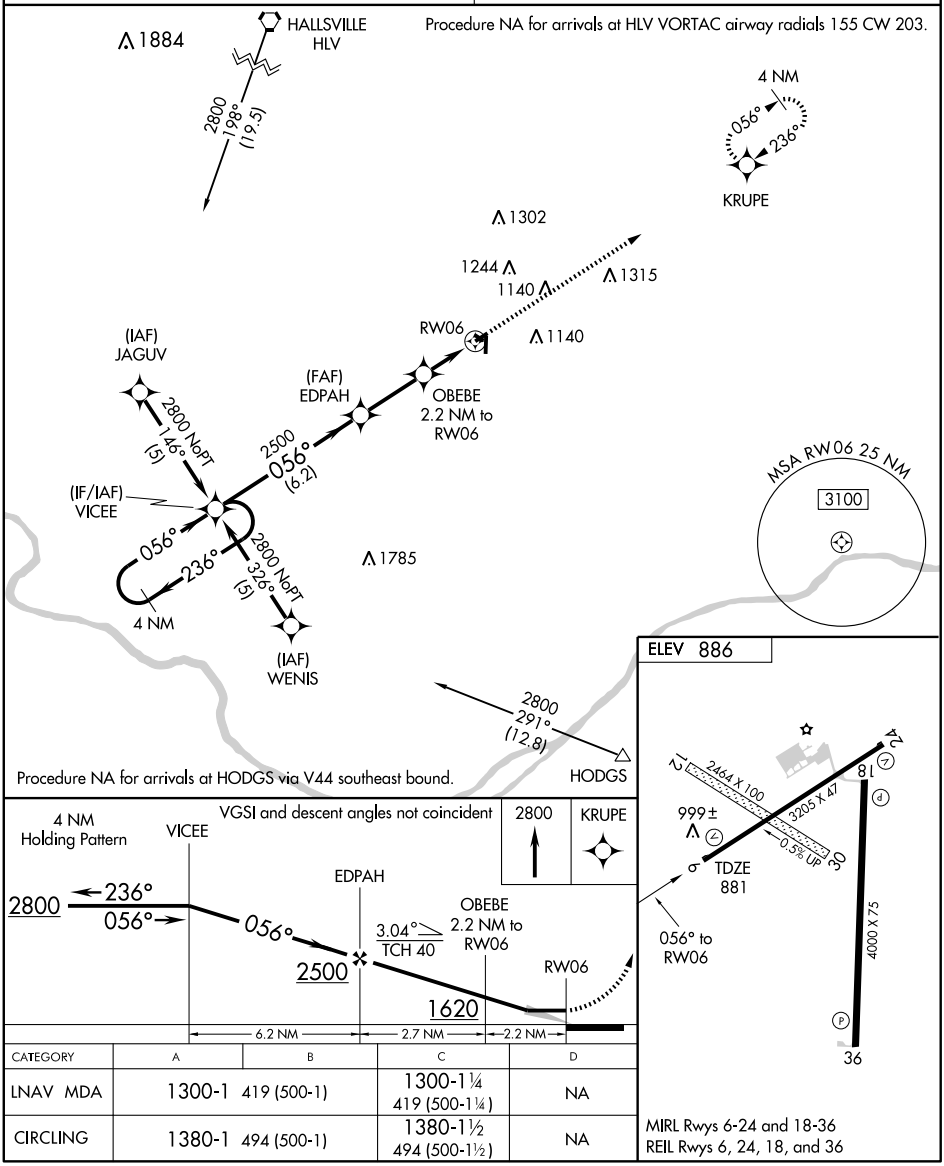
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

DME/DME RNP -0.3 NA.
NA Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)

NC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LNAV MDA	1300-1 419 (500-1)		1300-1¼ 419 (500-1¼)	NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

WAAS	APP CRS	Rwy Idg	4000
CH 42611	181°	TDZE	881
W18A		Apt Elev	886

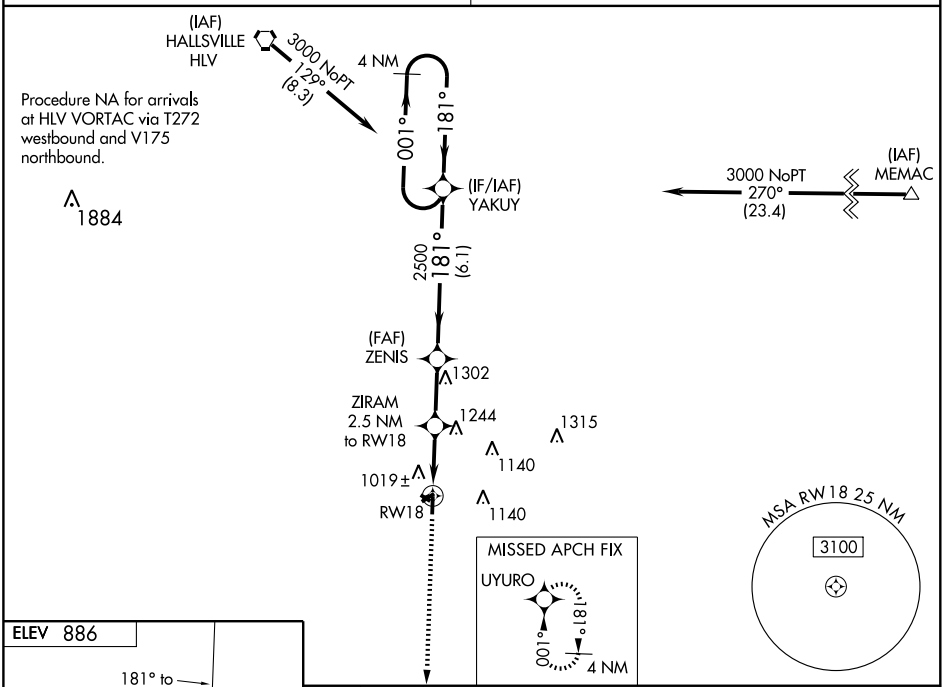
RNAV (GPS) RWY 18

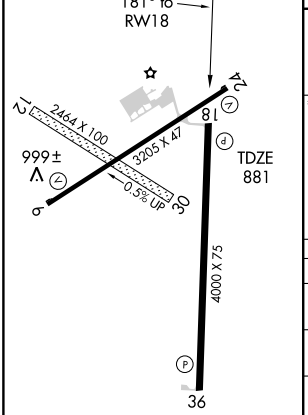
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

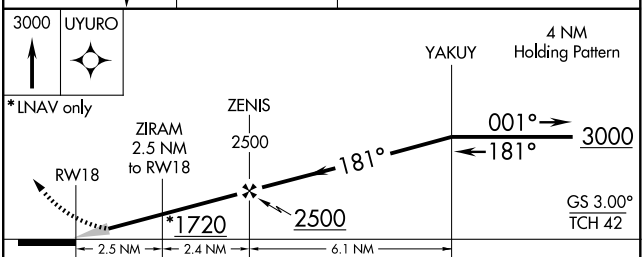
T A NA — Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/VNAV DA	1313-1½ 432 (500-1½)			NA
LNAV MDA	1520-1 639 (700-1)		1520-1¾ 639 (700-1¾)	NA
CIRCLING	1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3205
236°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 24

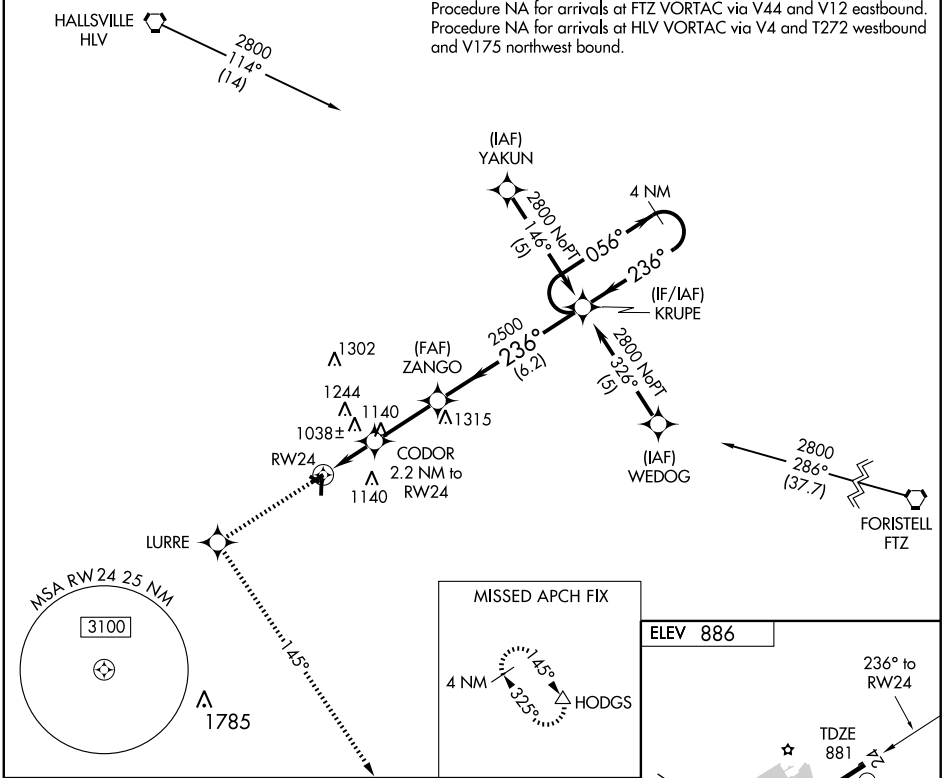
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

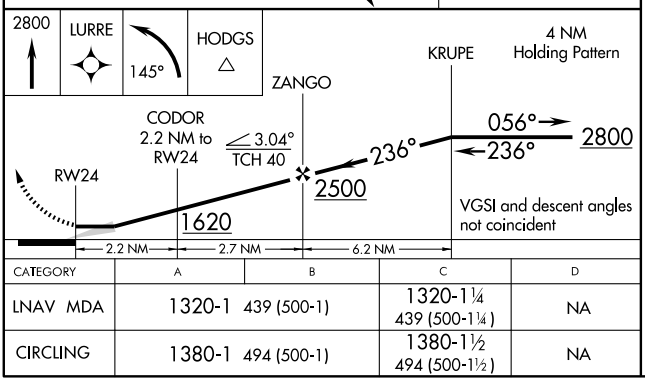
DME/DME RNP -0.3 NA.
NA
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

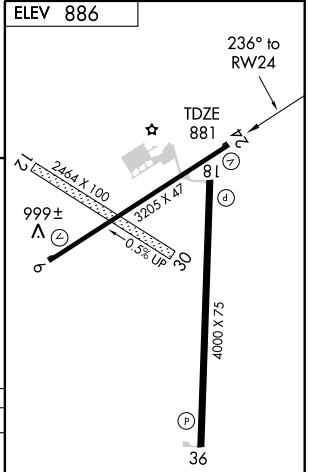
MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)

Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound. Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1320-1 439 (500-1)		1320-1¼ 439 (500-1¼)	NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4000
CH 86811	001°	TDZE	881
W36A		Apt Elev	886

RNAV (GPS) RWY 36

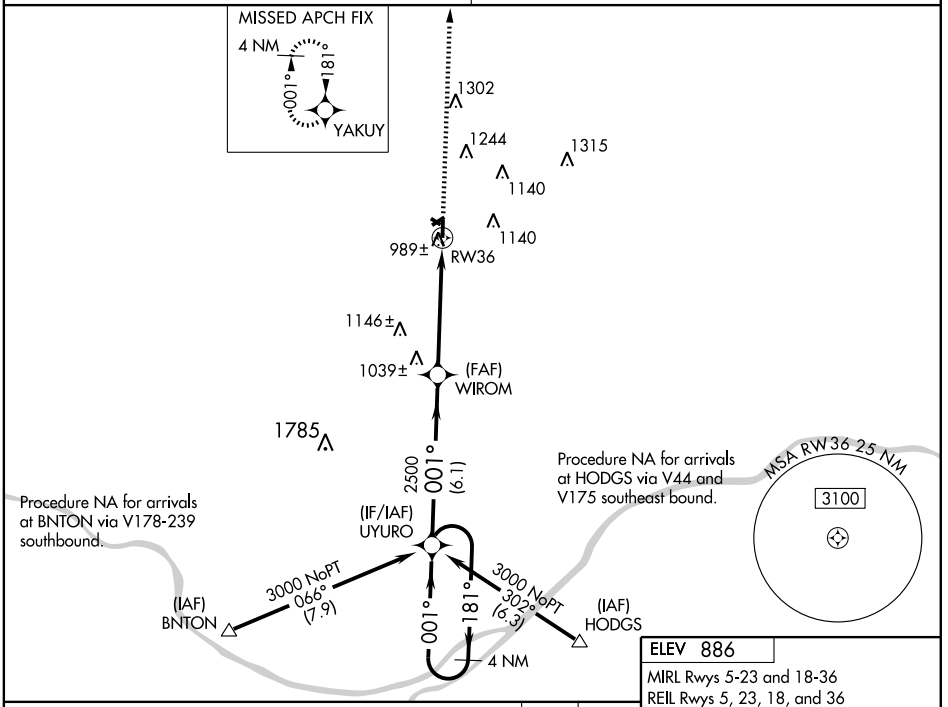
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

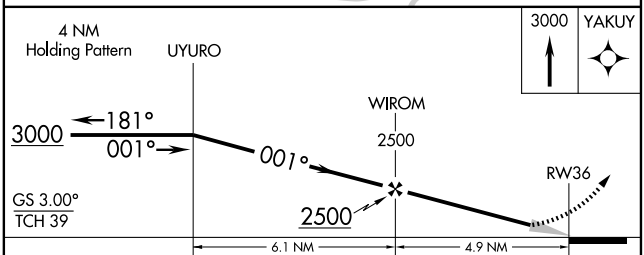
T NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

MIZZU APP CON **124.375 353.7**

UNICOM **122.7** (CTAF)



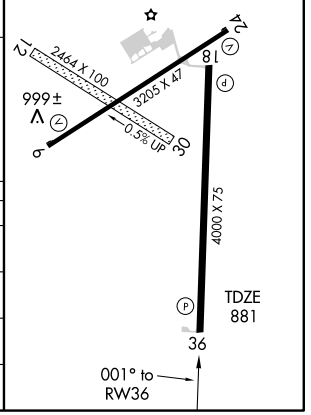


CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/VNAV DA	1283-1½ 402 (400-1½)			NA
LNAV MDA	1280-1 399 (400-1)			NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

ELEV 886

MIRL Rwys 5-23 and 18-36

REIL Rwys 5, 23, 18, and 36



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC HLV 114.2 Chan 89	APP CRS 154°	Rwy Idg N/A TDZE N/A Apt Elev 886

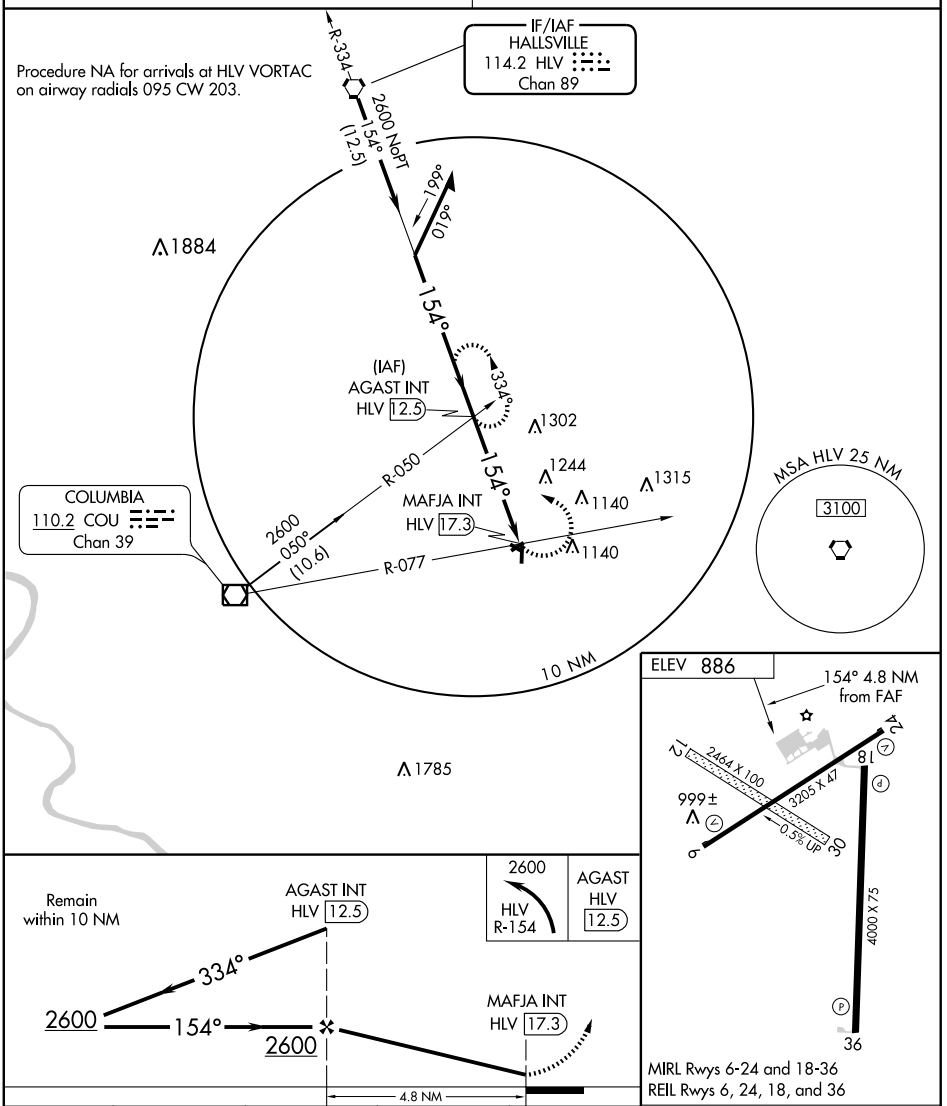
VOR-A

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

NA — Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)



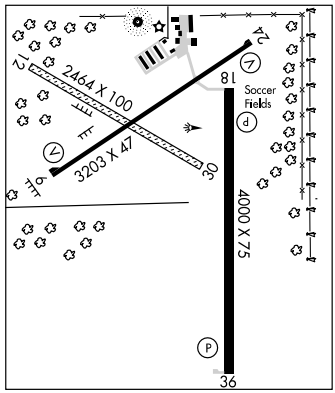
CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

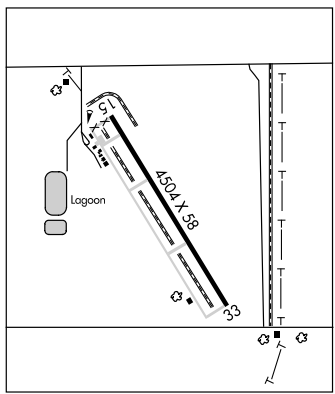
FULTON

ELTON HENSLEY MEM (FTT) 3 SW UTC−6(−5DT) N38°50.29′ W92°00.16′ KANSAS CITY
886 B S4 **FUEL** 100LL NOTAM FILE COU L–27B
RWY 18–36: H4000X75 (CONC) S–12.5 MIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Trees.
RWY 06–24: H3203X47 (ASPH) S–30 MIRL
RWY 06: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Tree.
RWY 24: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Road.
RWY 12–30: 2464X100 (TURF) 0.5% up NW
RWY 12: Tree. **RWY 30:** P–line.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. Ultralight activity on and invof arpt. Insufficient rwy safety area length byd Rwy 06 end, large drop off. Rwy 06–24 width variance 47–50′. Rwy 12–30 marked with large yellow cones. Rwy 18–36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt manager on 573–642–6222. Rwy 24 VASI OTS indef. Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ 078° 10.2 NM to fld. 883/3E.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N38°48.65′ W92°13.10′ 154° 17.5 NM to fld. 920/6E.
GUTHRIE NDB (MHW) 317 FTT N38°50.57′ W92°00.28′ at fld. OTS indef. SHUTDOWN



GAINESVILLE MEM (H27) 2 NE UTC−6(−5DT) N36°36.75′ W92°23.99′ KANSAS CITY
1070 B NOTAM FILE COU
RWY 01–19: 1895X100 (TURF) LIRL
RWY 01: Thld dsplcd 640′. Trees. **RWY 19:** Thld dsplcd 400′. Trees.
RWY 16–34: 1645X60 (TURF)
RWY 16: Thld dsplcd 945′. Trees. **RWY 34:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. Ultralight and crop dusting acft on and invof arpt. Rwy 01–19 and Rwy 16–34 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy for Rwy 01–19. Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16–34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thlds to rwy ends. Mobile home trailers and +4′ metal fence posts along east rwy edge for the first half of Rwy 16–34. Rotating bcn located 3700′ SW of Rwy 34 thld. Rwy 01–19 boundary lgts. Rwy 16–34 restricted to ldg ops only. ACTIVATE LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE UTC−6(−5DT) N36°26.63′ W89°54.23′ ST LOUIS
268 NOTAM FILE STL L–16H
RWY 15–33: H4504X58 (ASPH) IAP
RWY 15: Pole. **RWY 33:** Road.
AIRPORT REMARKS: Unattended. Rwy N–S CLOSED, used for flying of model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33 thld CLOSED. Crop dusting and ultralight acft on and invof arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15–33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass growing in cracks. Rwy 15 NSTD npi markings, centerline continous line. Rwy 33 NSTD basic markings centerline continous line. Rwy 15–33 width varies from 58–60′.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 174° 6.7 NM to fld. 280/3E.



VORTAC MAW 111.2 Chan 49	APP CRS 175°	Rwy Idg 4504 TDZE 268 Apt Elev 268

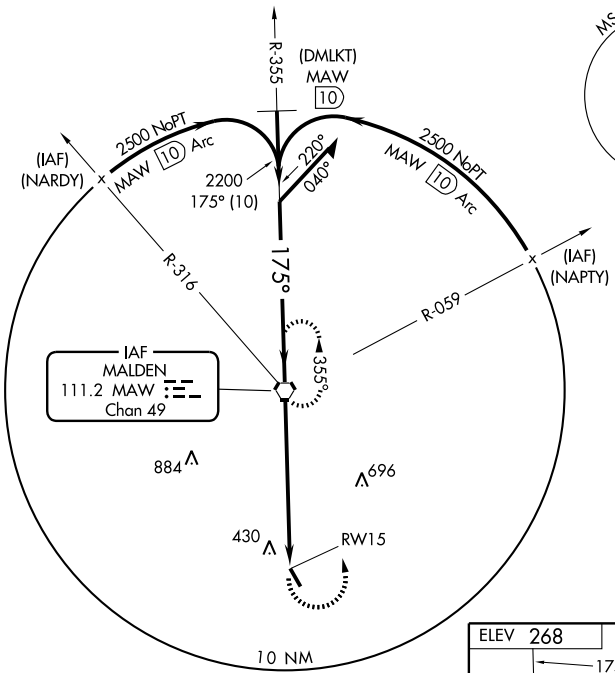
VOR or GPS RWY 15

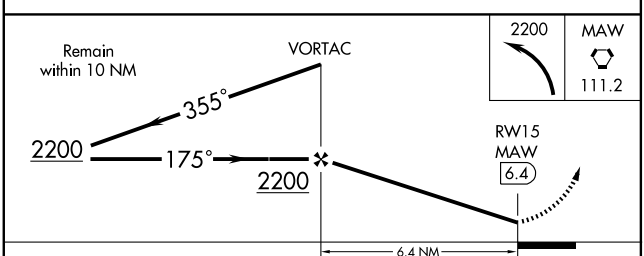
GIDEON MEMORIAL (M85)

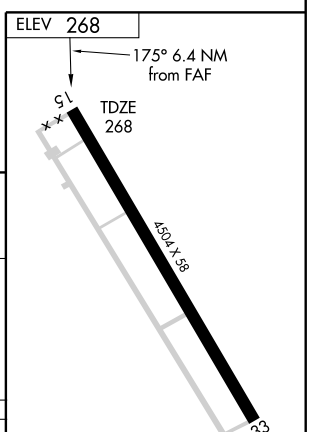
NA Procedure not authorized at night. Use Dyersburg, TN altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	CTAF
135.625	133.65 292.15	122.9







CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1½ 552 (600-1½)	820-1¾ 552 (600-1¾)
CIRCLING	860-1	592 (600-1)	860-1½ 592 (600-1½)	860-2 592 (600-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

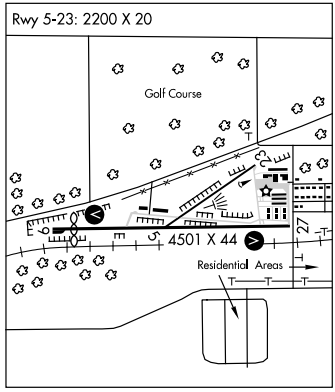
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

GOLDEN VALLEY N38°21.54′ W93°41.08′ NOTAM FILE COU — KANSAS CITY L–27A
NDB (MHW) 388 GLY at Clinton Mem.

GOULD PETERSON MUNI (See TARKIO)

GRAIN VALLEY

EAST KANSAS CITY (3GV) 0 N UTC−6(−5DT) N39°00.93′ W94°12.80′ — KANSAS CITY L–27A, A IAP
835 B S2 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 09–27: H4501X44 (ASPH–AFSC) S–11 RWY LGTS {NSTD)
RWY 09: REIL. VASI(V4L)—GA 3.5° TCH 46′. Thld dsplcd 300′. Railroad. Rgt tfc.
RWY 27: VASI(V4L)—GA 3.5° TCH 46′. Railroad.
RWY 05–23: H2200X20 (ASPH) S–11 0.7% up NE
RWY 05: Railroad. **RWY 23:** Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1400Z‡–dusk. Numerous objects affecting navigable airspace around each rwy. Exercise caution when using this facility. NSTD rwy safety area lengths byd each rwy end. Insufficient lengths, incorrect terrain grades. No rwy safety area byd Rwy 27 and Rwy 05 ends. Migratory waterfowl on and invof arpt. Rwy 09–27 cracks with grass and weeds growing in them. Rwy 05–23 steep slope 60–235′ NE of Rwy 05 thld. Rwy 05 and Rwy 23 NSTD npi markings; small numbers; no thld bars and incorrect size and spacing of centerline. Rwy 05 NSTD basic markings; small numbers; incorrect size and spacing of centerline. Rwy 05–23 width variance 20–25′. Rwy 09 NSTD dsplcd thld markings; small arrow head; incorrect spacing of arrows and thld bar. Rwy 09–27 NSTD precision instrument rwy markings; no aiming point; small rwy thld; touchdown and centerline markings and incorrect spacing. Rwy 09–27 NSTD MIRL; no yellow edge lgts last 2000′ Rwy 09 and Rwy 27 all edge lgts located 13–15′ from pavement edge; only 6 thld lgts Rwy 27 and located 18–20′ East of thld. Rwy 09–27 width variance 44–45′. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and Rwy 27, REIL Rwy 09—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 213° 6.2 NM to fld. 878/7E.

GRAND GLAIZE—OSAGE BEACH (See OSAGE BEACH)

GREENSFIELD (See MOSCOW MILLS)

GUTHRIE N38°50.57′ W92°00.28′ NOTAM FILE COU. — KANSAS CITY L–27B
NDB (MHW) 317 FTT at Elton Hensley Mem. OTS indef. SHUTDOWN

HALLSVILLE N39°06.81′ W92°07.69′ NOTAM FILE COU. — KANSAS CITY H–5D, L–27B
(L) VORTAC 114.2 HLV Chan 89 074° 14.7 NM to Mexico Mem. 920/6E.
RCO 122.1R 114.2T (COLUMBIA RADIO)

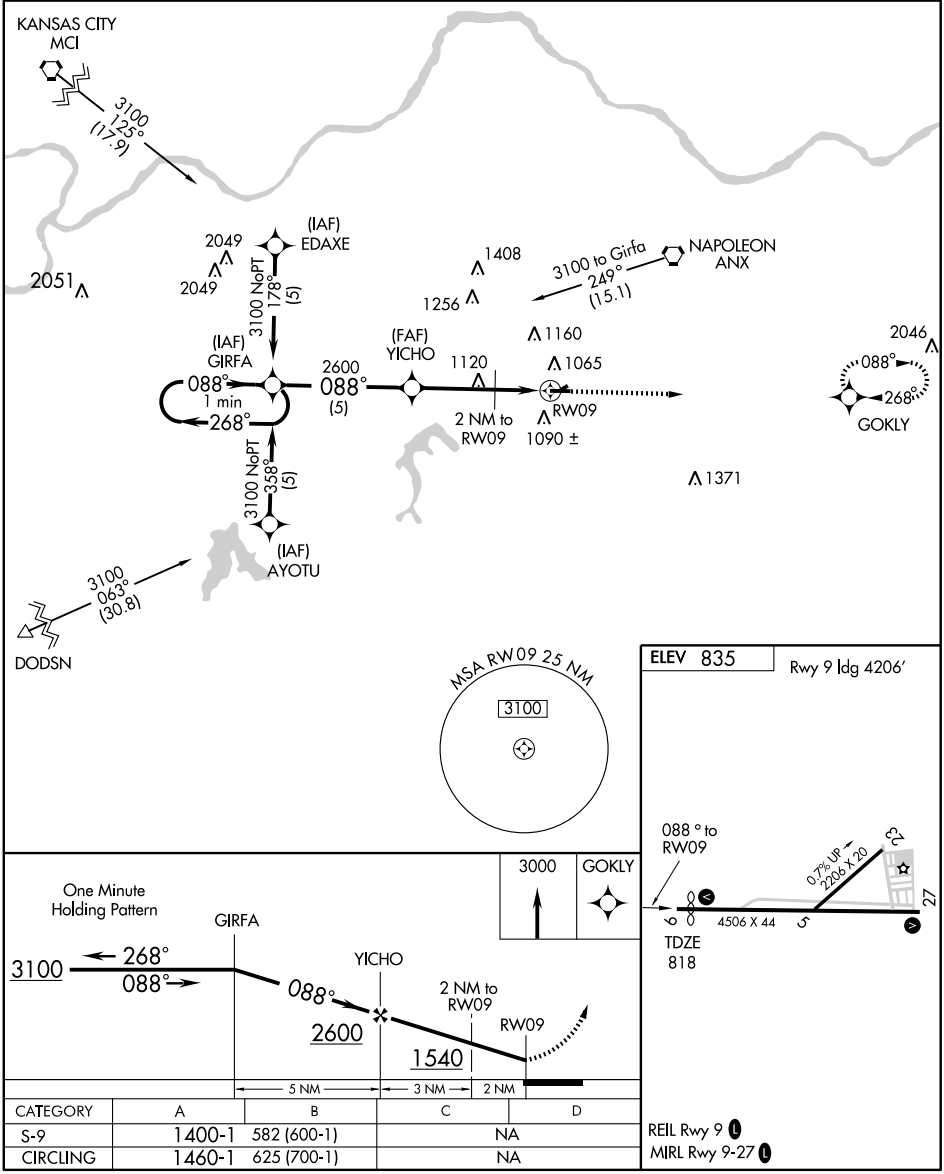
APP CRS	Rwy Idg	4206
088°	TDZE	818
	Apt Elev	835

GPS RWY 9

GRAIN VALLEY/ EAST KANSAS CITY (3GV)

NA	MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.
Use Charles B. Wheeler Downtown Airport altimeter setting.	

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-9	1400-1	582 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4506
268°	TDZE	818
	Apt Elev	835

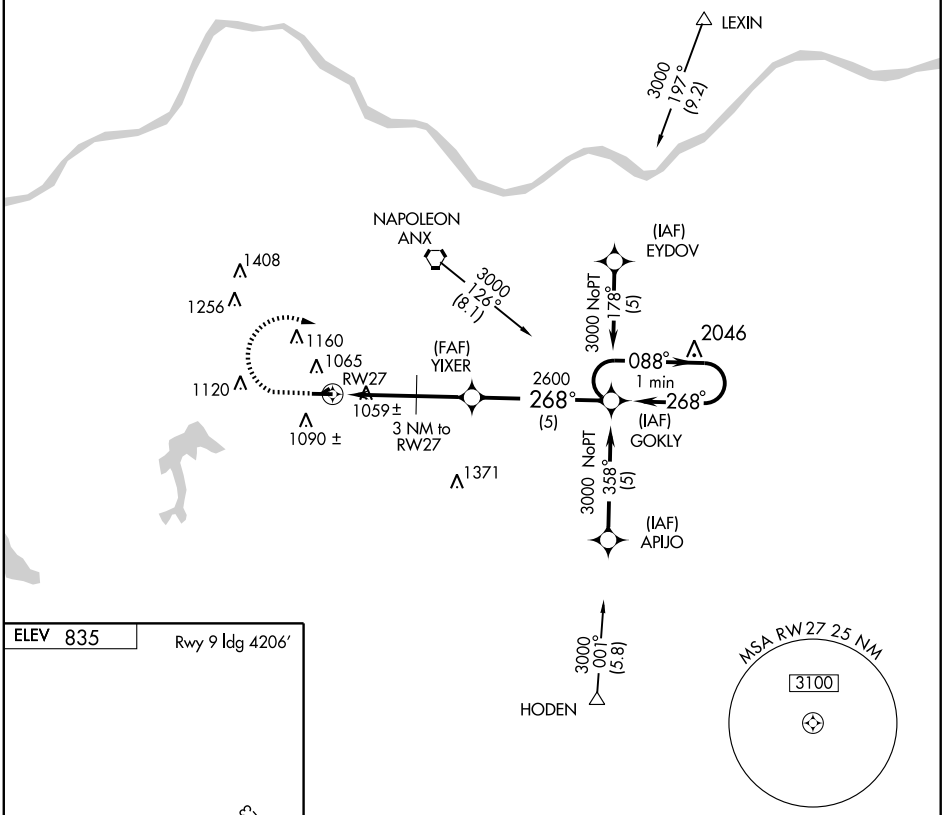
GPS RWY 27

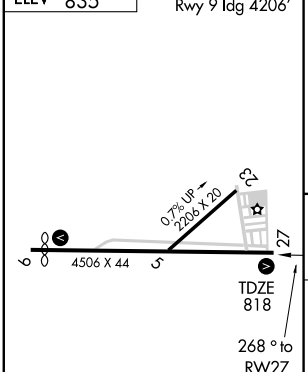
GRAIN VALLEY/EAST KANSAS CITY (3GV)

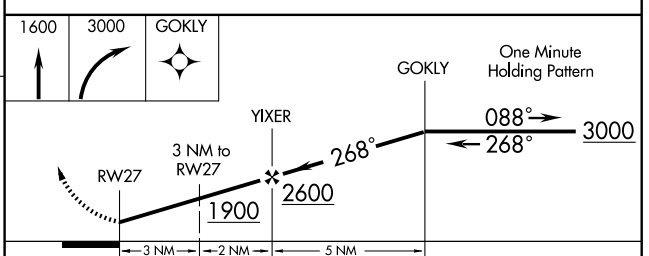
Use Charles B. Wheeler Downtown Airport altimeter setting.
⚠ NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1380-1	562 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC ANX 114.0 Chan 87	APP CRS 264°	Rwy Idg 4506 TDZE 818 Apt Elev 835

VOR/DME RNAV RWY 27

GRAIN VALLEY/EAST KANSAS CITY (3GV)

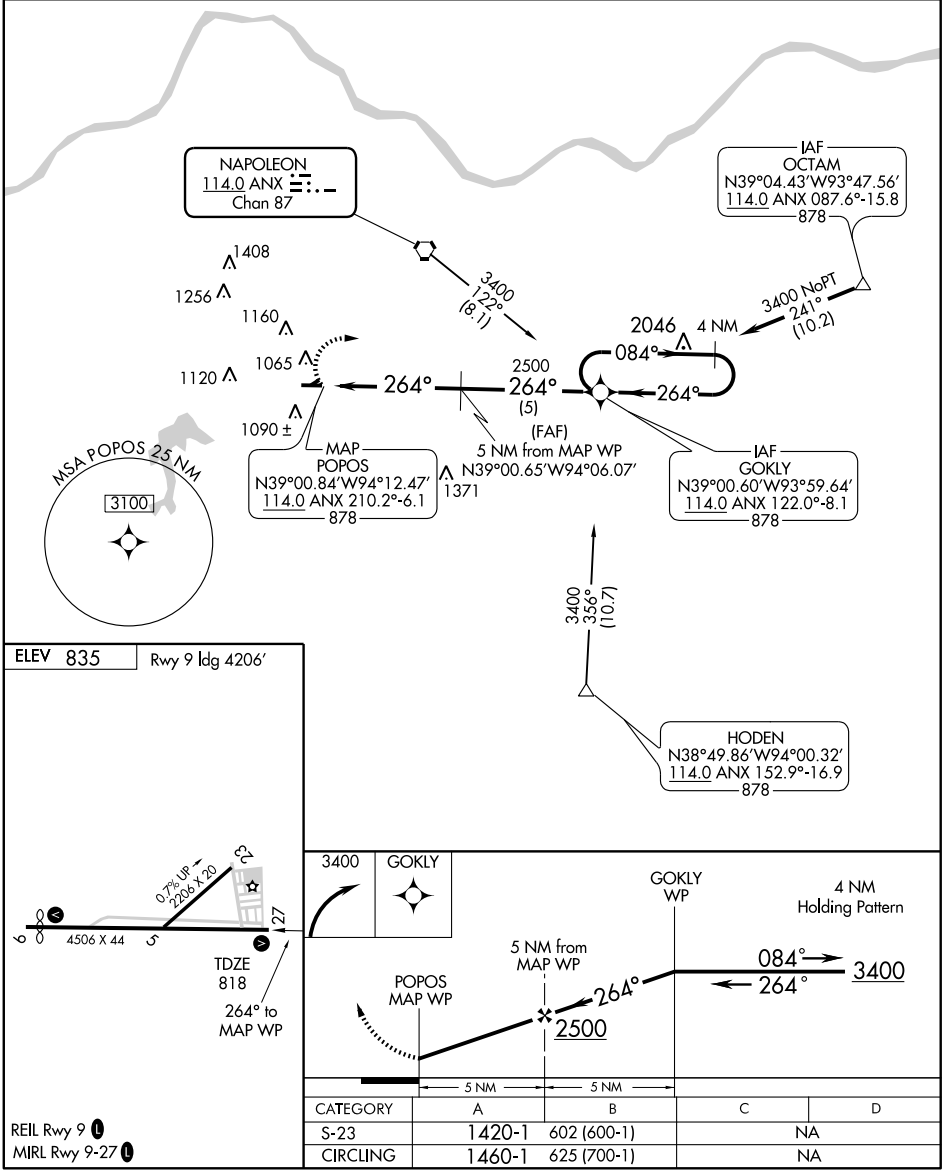
Use Charles B. Wheeler Downtown Airport altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L

NC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-23	1420-1	602 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

VORTAC ANX 114.0 Chan 87	APP CRS 212°	Rwy Idg 2206 TDZE 835 Apt Elev 835

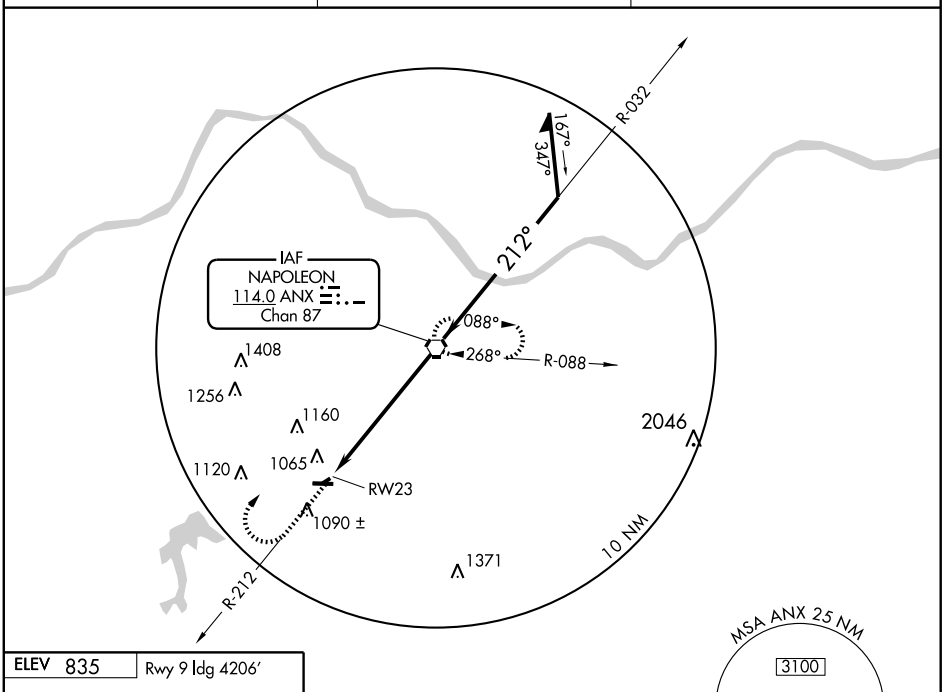
VOR or GPS RWY 23

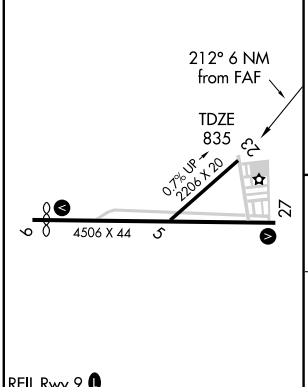
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.
⚠ NA

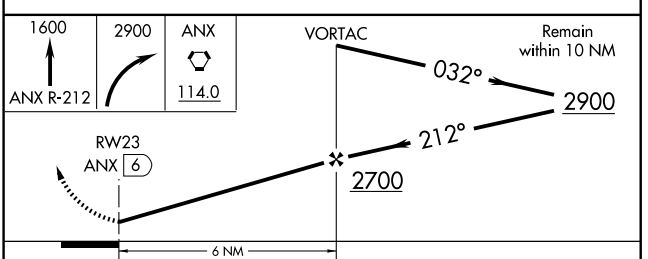
MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L





REIL Rwy 9 L
MIRL Rwy 9-27 L

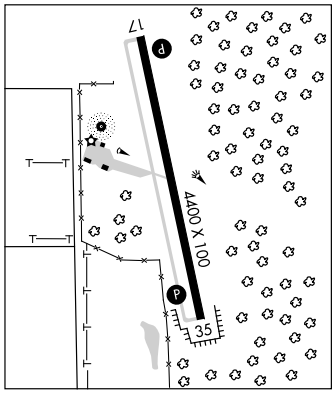


FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-23	1400-1	565 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

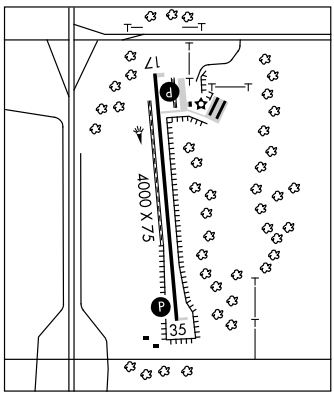
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

HANNIBAL RGNL (HAE) 4 NW UTC−6(−5DT) N39°43.51′ W91°26.63′ KANSAS CITY
769 B S4 **FUEL** 100LL, JET A NOTAM FILE STL L–27B
RWY 17–35: H4400X100 (CONC) S–12 MIRL IAP
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Maintain clear of hospital area when departing Rwy 17. ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.775 (573) 221–2584.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 221° 10.6 NM to fld. 710/5E. **HIWAS.**
NDB (MHW) 411 HAE N39°43.64′ W91°26.91′ at fld. NOTAM FILE STL.



HARRISONVILLE

LAWRENCE SMITH MEM (LRY) 3 S UTC−6(−5DT) N38°36.61′ W94°20.61′ KANSAS CITY
915 B **FUEL** 100LL NOTAM FILE COU L–27A
RWY 17–35: H4000X75 (ASPH) S–12.5, MIRL 1.0% up N IAP
RWY 17: PAPI(P4L)—GA 4.0° TCH 27′. Tree. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 35: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun irregularly. 24–hr self svc fuel. Be alert to parachute ops on and invof arpt. Air ambulance helicopter ops on and invof arpt. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (816) 380–5936.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANSAS CITY CENTER APP/DEP CON 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 012° 21.4 NM to fld. 890/7E. **HIWAS.**



HARRY S TRUMAN DAM AND RESERVOIR SPB (See WARSAW)

HARRY S. TRUMAN RGNL (See BATES CITY)

HAYTI

MID CONTINENT (M28) 2 E UTC−6(−5DT) N36°13.46′ W89°43.73′ ST LOUIS
268 S4 NOTAM FILE STL
RWY 18–36: 3420X175 (TURF)
RWY 18: Thld dsplcd 305′. Sign. **RWY 36:** Thld dsplcd 80′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Crop dusting acft on and invof arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18–36 north 475′ of rwy 155′ wide. Rwy 18–36 625′ by 20′ asph 450′ south of Rwy 18 thld 20′ to 5′ east of centerline. Rwy 18–36 white non–frangible reflectors mark edge of rwy, rwy ends not marked.
COMMUNICATIONS: CTAF 122.9

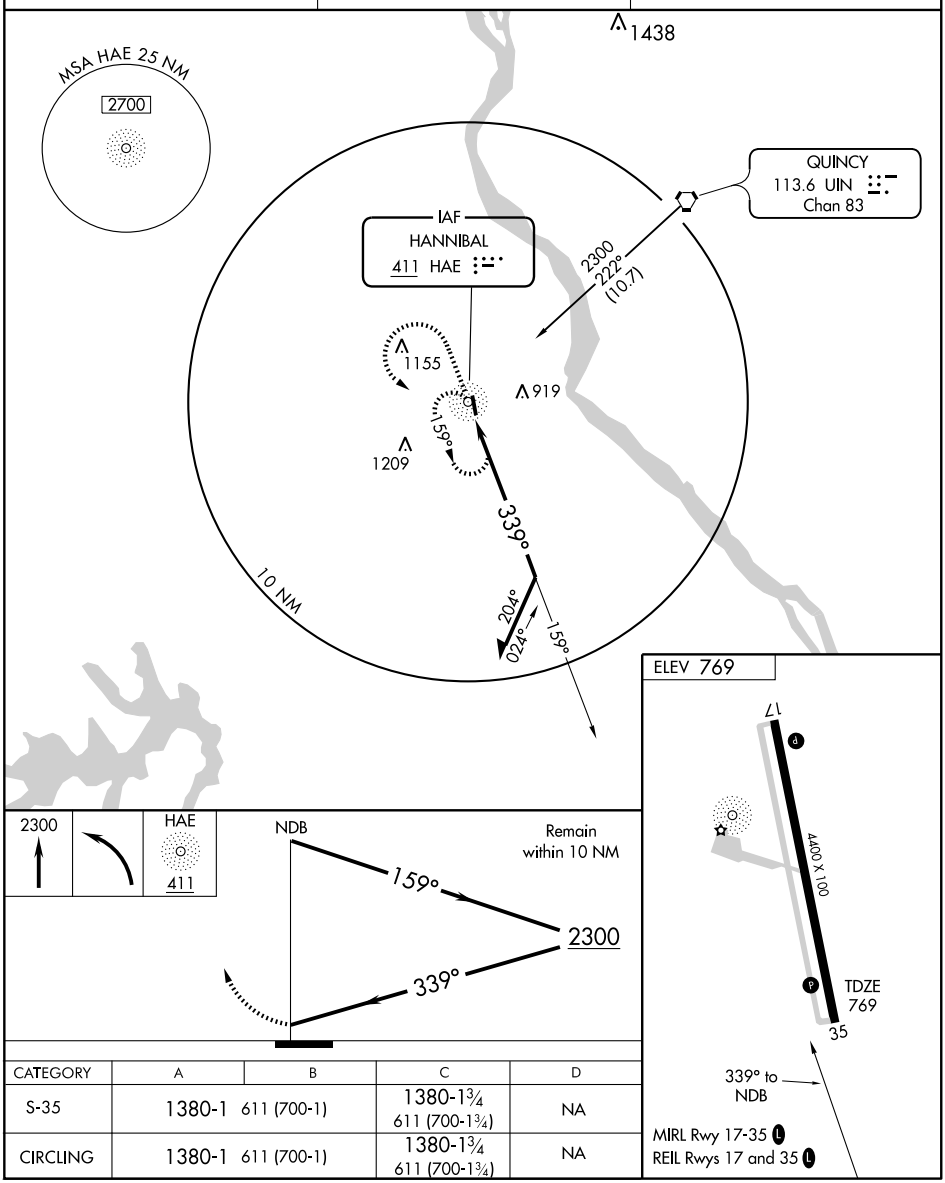
HAE NDB	APP CRS	Rwy Idg	4400
411	339°	TDZE	769
		Apt Elev	769

NDB RWY 35
HANNIBAL RGNL (HAE)

T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA
CIRCLING	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4400
CH 62812	170°	TDZE	769
W17A		Apt Elev	769

RNAV (GPS) RWY 17

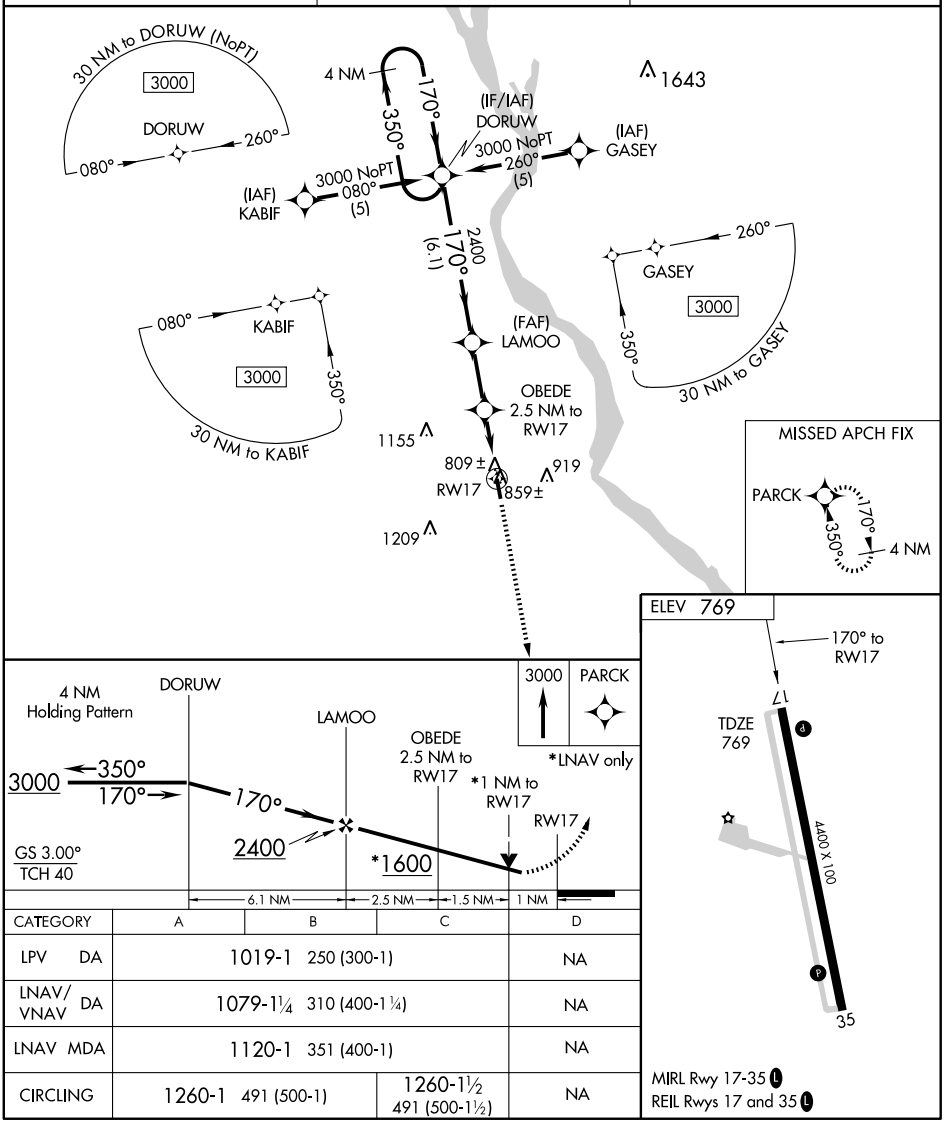
HANNIBAL RGNL (HAE)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.
Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1079-1¼	310 (400-1¼)		NA
LNAV MDA	1120-1	351 (400-1)		NA
CIRCLING	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4400
CH 72612	350°	TDZE	769
W35A		Apt Elev	769

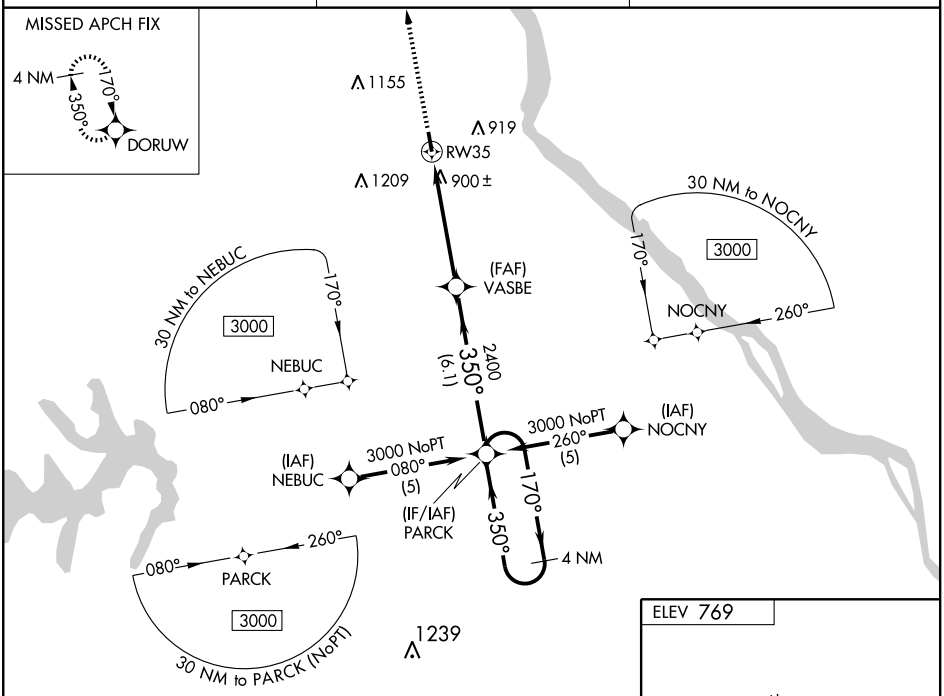
RNAV (GPS) RWY 35

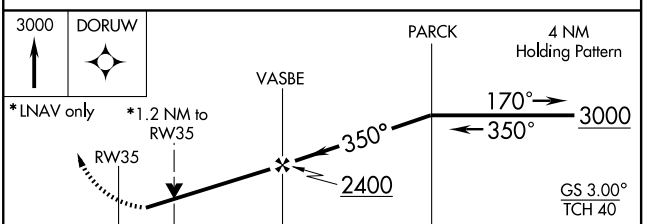
HANNIBAL RGNL (HAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

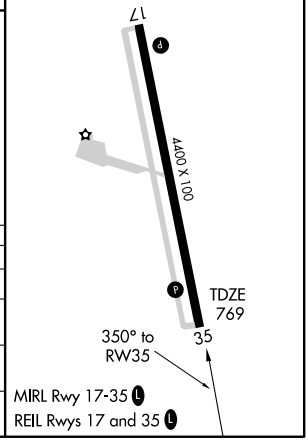
MISSED APPROACH: Climb to 3000 direct DORUW and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1242-1¾ 473 (500-1¾)			NA
LNAV MDA	1200-1 431 (500-1)		1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC UIN 113.6 Chan 83	APP CRS 221°	Rwy Idg N/A TDZE N/A Apt Elev 769

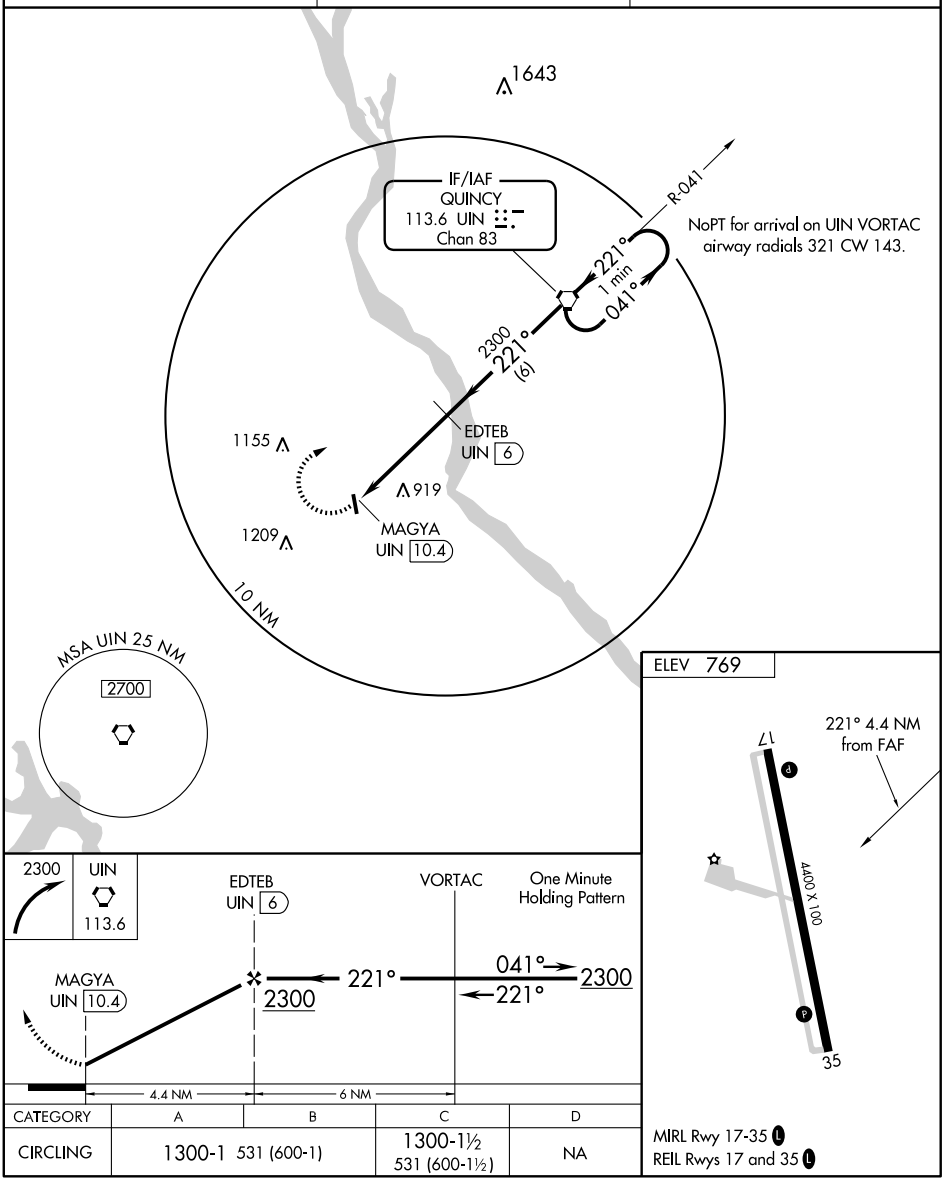
VOR/DME-A
HANNIBAL RGNL (HAE)

When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

NA

MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L

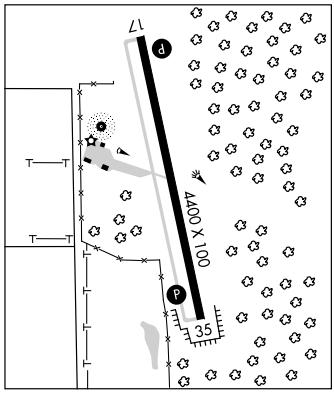


CATEGORY	A	B	C	D
CIRCLING	1300-1 531 (600-1)		1300-1½ 531 (600-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

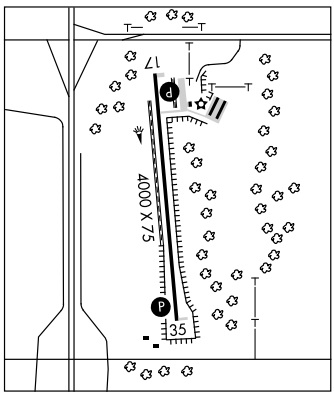
NC-3, 26 AUG 2010 to 23 SEP 2010

HANNIBAL RGNL (HAE) 4 NW UTC−6(−5DT) N39°43.51′ W91°26.63′ KANSAS CITY
769 B S4 **FUEL** 100LL, JET A NOTAM FILE STL L–27B
RWY 17–35: H4400X100 (CONC) S–12 MIRL IAP
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Maintain clear of hospital area when departing Rwy 17. ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.775 (573) 221–2584.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 221° 10.6 NM to fld. 710/5E. **HIWAS.**
NDB (MHW) 411 HAE N39°43.64′ W91°26.91′ at fld. NOTAM FILE STL.



HARRISONVILLE

LAWRENCE SMITH MEM (LRY) 3 S UTC−6(−5DT) N38°36.61′ W94°20.61′ KANSAS CITY
915 B **FUEL** 100LL NOTAM FILE COU L–27A
RWY 17–35: H4000X75 (ASPH) S–12.5, MIRL 1.0% up N IAP
RWY 17: PAPI(P4L)—GA 4.0° TCH 27′. Tree. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 35: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun irregularly. 24–hr self svc fuel. Be alert to parachute ops on and invof arpt. Air ambulance helicopter ops on and invof arpt. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (816) 380–5936.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANSAS CITY CENTER APP/DEP CON 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 012° 21.4 NM to fld. 890/7E. **HIWAS.**



HARRY S TRUMAN DAM AND RESERVOIR SPB (See WARSAW)

HARRY S. TRUMAN RGNL (See BATES CITY)

HAYTI

MID CONTINENT (M28) 2 E UTC−6(−5DT) N36°13.46′ W89°43.73′ ST LOUIS
268 S4 NOTAM FILE STL
RWY 18–36: 3420X175 (TURF)
RWY 18: Thld dsplcd 305′. Sign. **RWY 36:** Thld dsplcd 80′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Crop dusting acft on and invof arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18–36 north 475′ of rwy 155′ wide. Rwy 18–36 625′ by 20′ asph 450′ south of Rwy 18 thld 20′ to 5′ east of centerline. Rwy 18–36 white non–frangible reflectors mark edge of rwy, rwy ends not marked.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4000
173°	TDZE	915
	Apt Elev	915

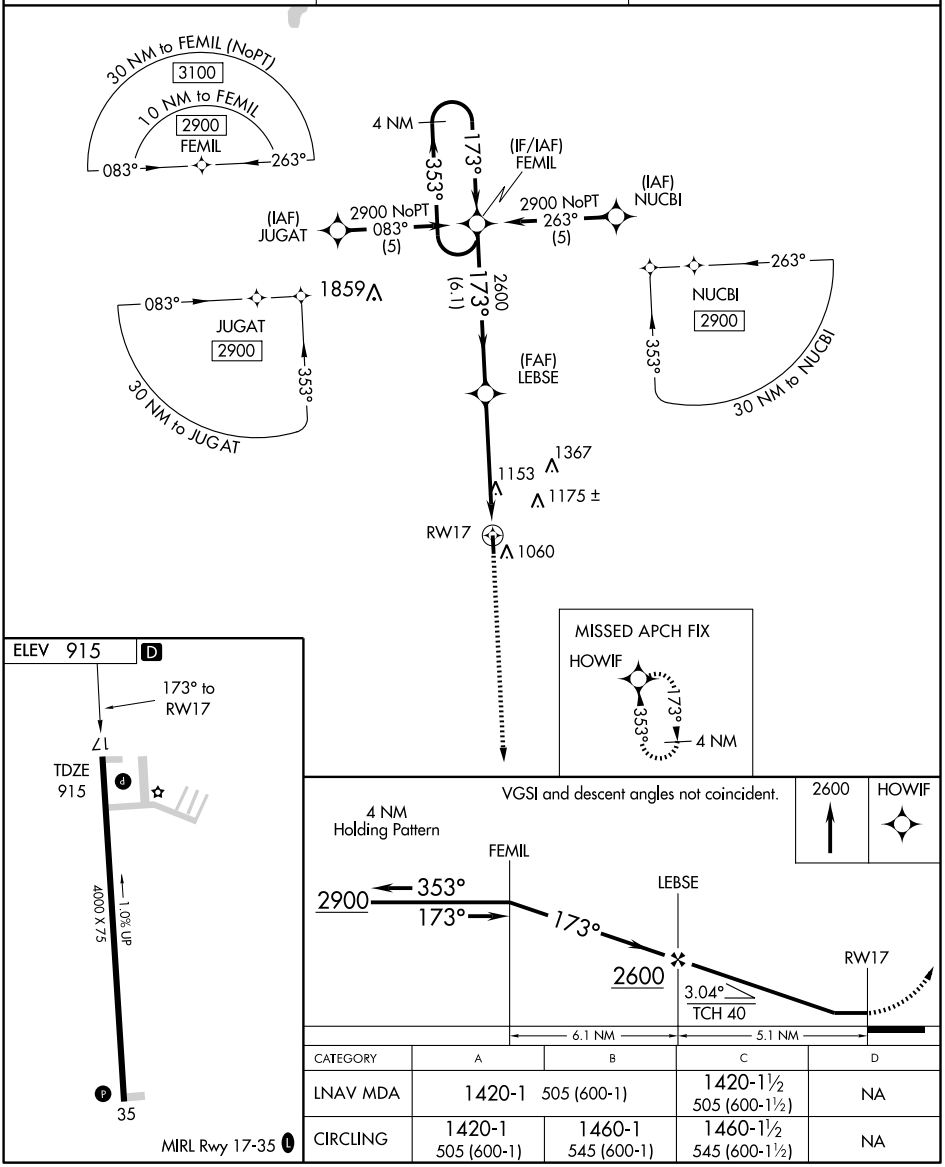
RNAV (GPS) RWY 17

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1420-1 505 (600-1)		1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4000
CH 69406	353°	TDZE	900
W35A		Apt Elev	915

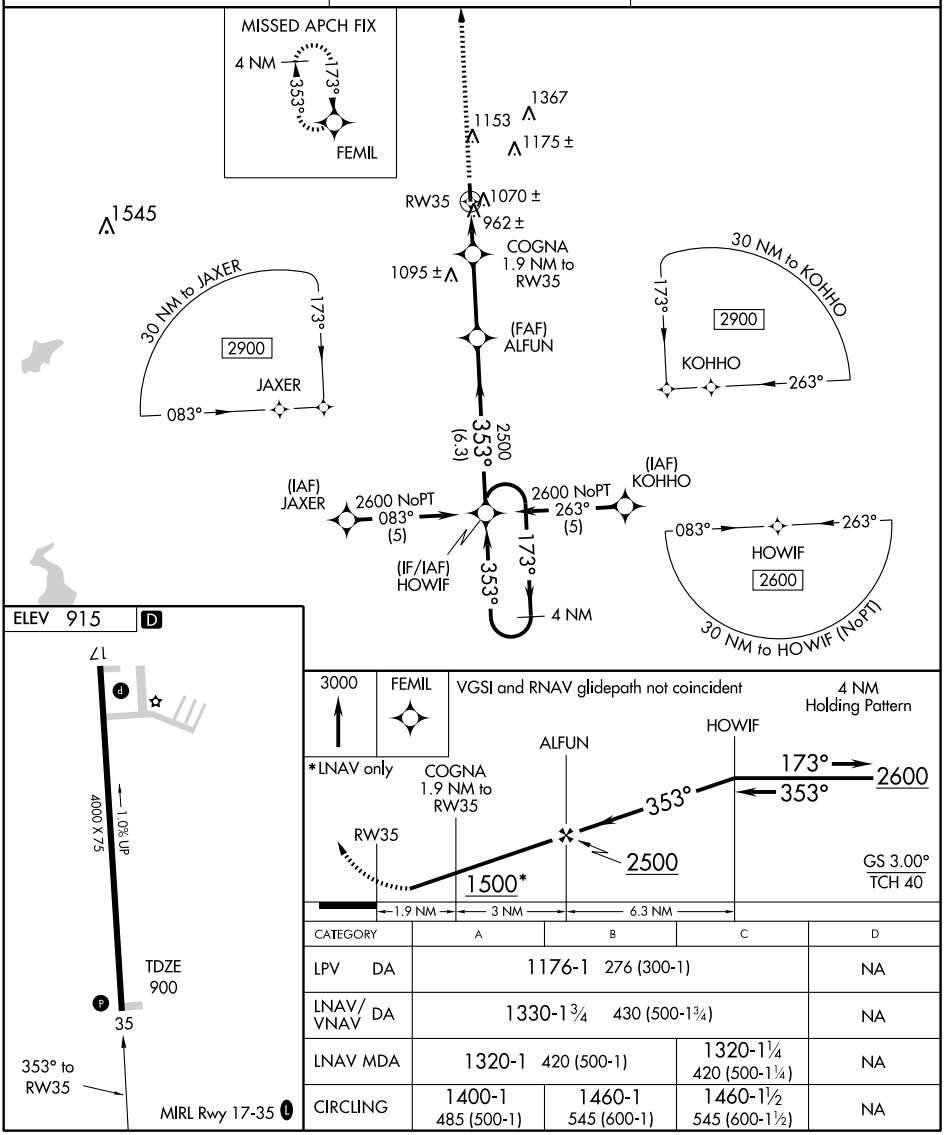
RNAV (GPS) RWY 35

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1176-1 276 (300-1)			NA
LNAV/VNAV DA	1330-1¾ 430 (500-1¾)			NA
LNAV MDA	1320-1 420 (500-1)		1320-1¼ 420 (500-1¼)	NA
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC BUM 115.9 Chan 106	APP CRS 012°	Rwy Idg 4000 TDZE 900 Apt Elev 915

VOR/DME RWY 35

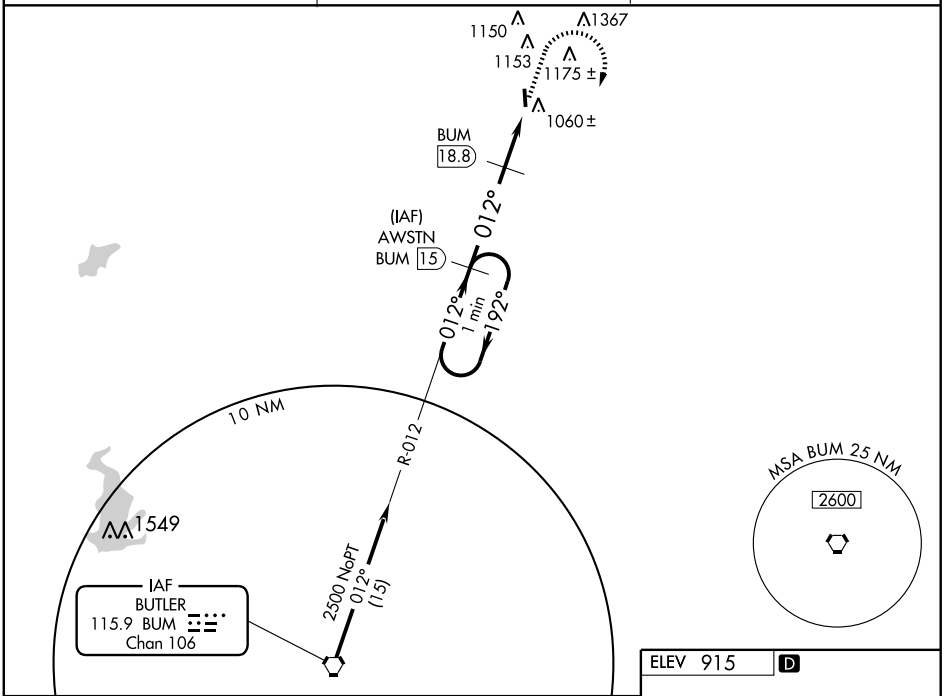
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

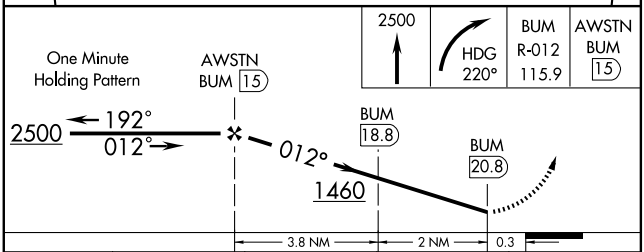
Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.

NA

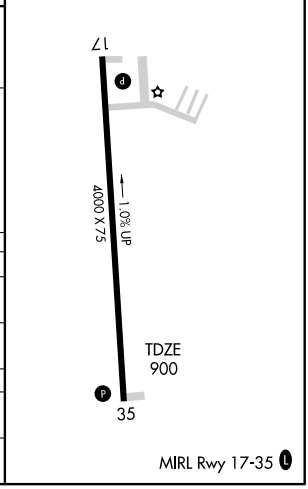
MISSED APPROACH: Climb to 2500 then right turn via heading 220° and R-012 to AWSTN and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-35	1320-1 420 (500-1)	1320-1¼ 420 (500-1¼)	1320-1½ 420 (500-1½)	NA
CIRCLING	1420-1 505 (600-1)	1500-1¼ 585 (600-1¼)	1500-1½ 585 (600-1½)	NA
CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS				
S-35	1400-1 500 (500-1)	1400-1¼ 500 (500-1¼)	1400-1½ 500 (500-1½)	NA
CIRCLING	1520-1 605 (700-1)	1600-1¼ 685 (700-1¼)	1600-1½ 685 (700-1½)	NA



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

HERMANN MUNI (63M) 3 NW UTC−6(−5DT) N38°42.31′ W91°29.43′ KANSAS CITY

507 B NOTAM FILE STL L–27B

RWY 07–25: H3198X50 (ASPH) MIRL

RWY 25: PAPI(P2L)—GA 3.0° TCH 20′. P–line. Rgt tfc.

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Be alert to large agricultural irrigation system during spring and summer months, approximately 300′–400′ from Rwy 25 end. NSTD rwy safety area clearing beyond each rwy end, road and crops at Rwy 25 end, crops at Rwy 07 end. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 267° 24.4 NM to fld. 818/5E.

HIGGINSVILLE INDUSTRIAL MUNI (HIG) 2 E UTC−6(−5DT) N39°04.35′ W93°40.64′ KANSAS CITY

840 B S4 **FUEL** 100LL NOTAM FILE COU L–27A IAP

RWY 16–34: H4400X75 (ASPH) S–12.5, D–16 MIRL

1.0% up NW

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Ground.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–4400 TODA–4400 ASDA–4400 LDA–4400

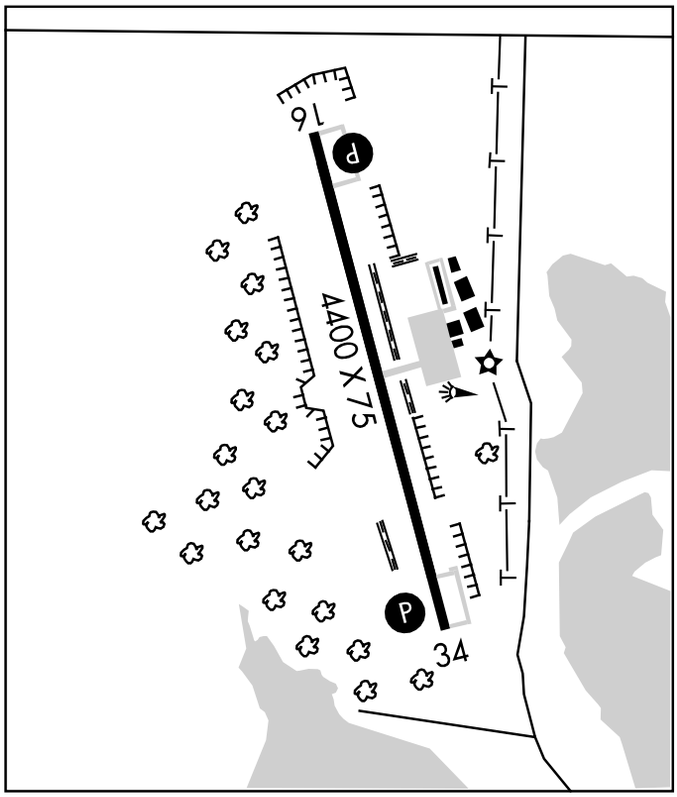
RWY 34: TORA–4400 TODA–4400 ASDA–4400 LDA–4400

AIRPORT REMARKS: Attended Sep–Apr 1400–2300Z‡, May–Aug 1300–0100Z‡. For svc after hrs, call numbers posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL RWY 16–34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 087° 21.1 NM to fld. 878/7E.



HORNERSVILLE MEM (37M) 2 W UTC−6(−5DT) N36°02.46′ W90°09.05′ ST LOUIS

248 B NOTAM FILE STL

RWY 18–36: H2648X47 (ASPH)

RWY 18: P–line. **RWY 36:** Trees.

AIRPORT REMARKS: Unattended. Rwy 18–36 daytime ops only. Night ops not recommended at this arpt. Be alert to large irrigation system on west side of rwy. Crop dusting operations on and invof arpt. Rwy 18–36 width variance 47–50′. Rotating beacon OTS indefinitely.

COMMUNICATIONS: CTAF 122.9

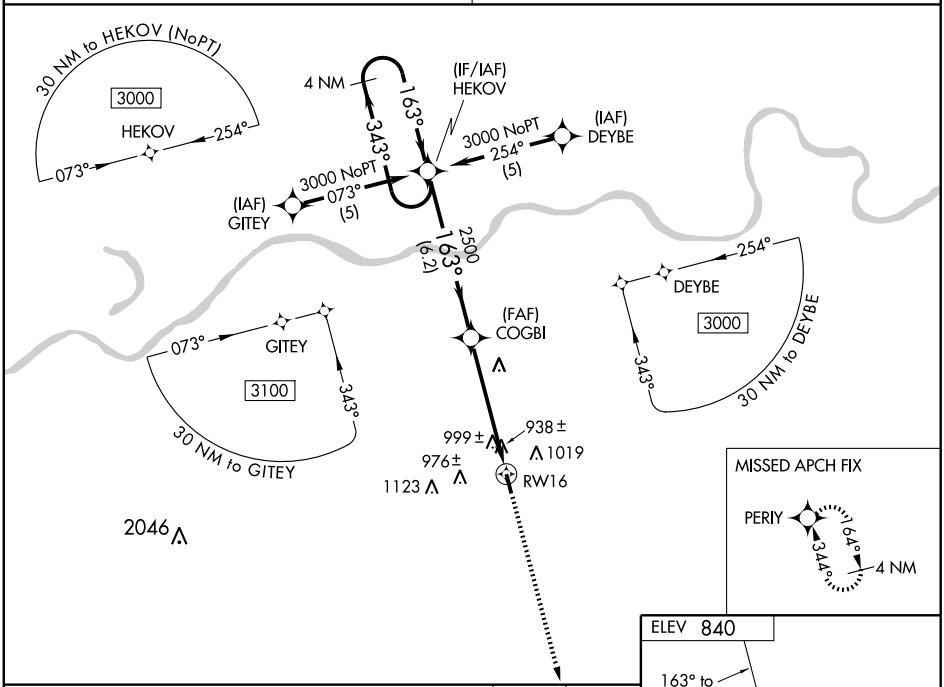
WAAS	APP CRS	Rwy Idg	4400
CH 86601	163°	TDZE	840
W16A		Apt Elev	840

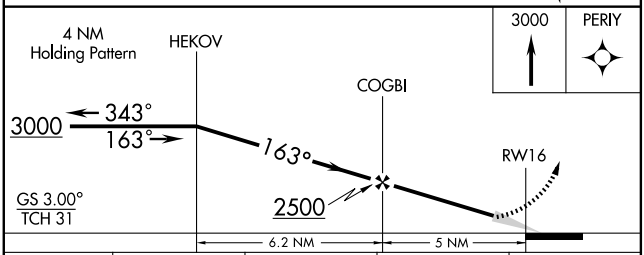
RNAV (GPS) RWY 16
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

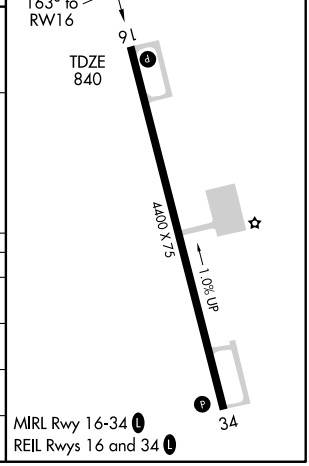
DME/DME RNP- 0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1 520 (600-1)		1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

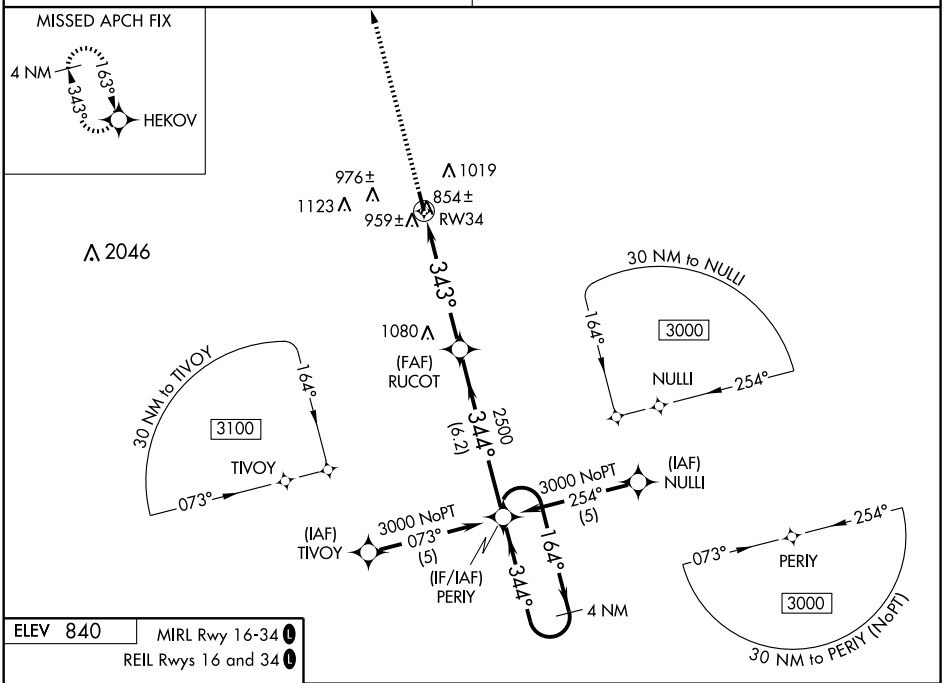
WAAS	APP CRS	Rwy Idg	4400
CH 45901	343°	TDZE	826
W34A		Apt Elev	840

RNAV (GPS) RWY 34
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

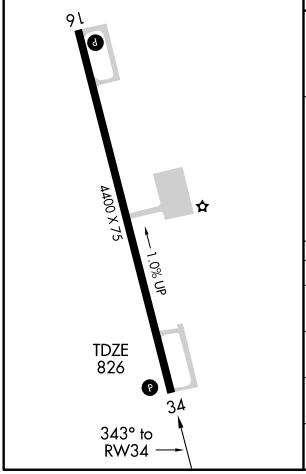
T
A NA DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

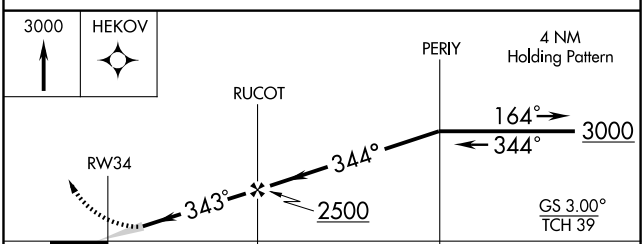
MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L



ELEV 840
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L





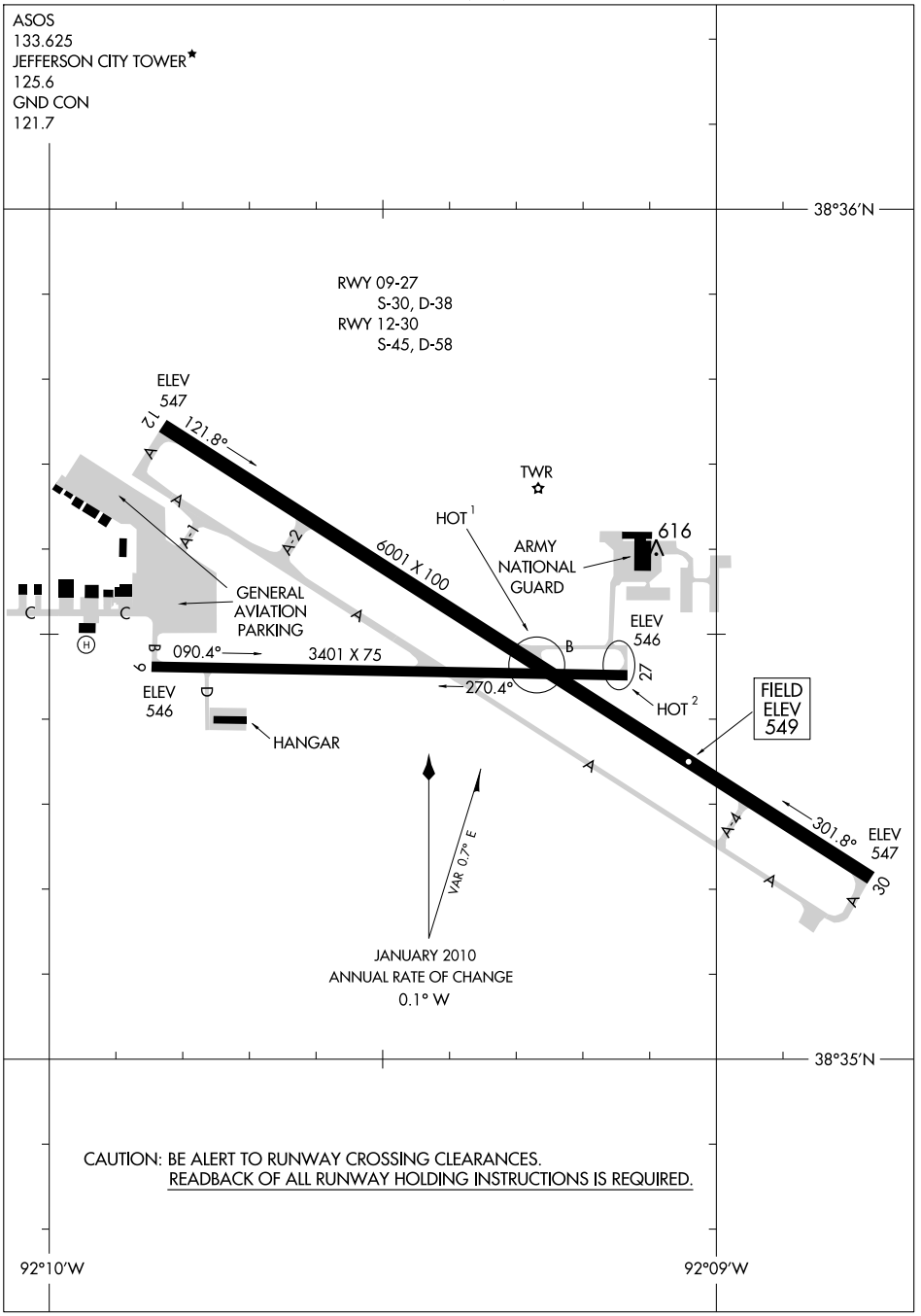
CATEGORY	A	B	C	D
LPV DA	1144-1¼ 318 (400-1¼)			
LNAV/VNAV DA	1283-1¾ 457 (500-1¾)			
LNAV MDA	1300-1 474 (500-1)		1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI



AIRPORT DIAGRAM

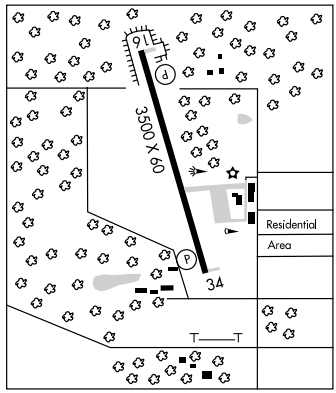
JEFFERSON CITY, MISSOURI
JEFFERSON CITY MEMORIAL (JEF)

10210

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

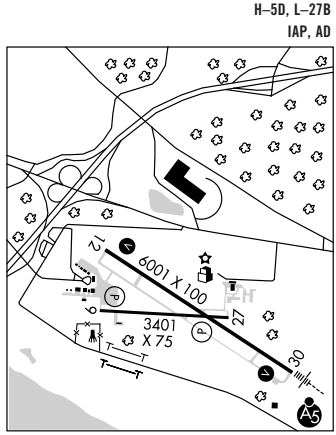
HOUSTON MEM (M48) 1 NW UTC−6(−5DT) N37°19.81′ W91°58.39′ KANSAS CITY
1196 B S2 **FUEL** 100LL NOTAM FILE COU L–16G
RWY 16–34: H3500X60 (CONC) S–12.5 MIRL 0.8% up NW
RWY 16: REIL. PAPI(P2L)—GA 4.0° TCH 43′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 4.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended irregularly. For attendant from 1400–2300Z‡ call 417–967–3348, after 2300Z‡ call 417–967–4165. For fuel Mon–Fri call 417–967–3348; Sat–Sun and evenings call 417–967–4165. Wildlife on and invof arpt. Crop dusting acft and ultralight activity on and invof arpt. NSTD rotating bcn, lens not green and clear. MIRL Rwy 16–34 preset on low ints. ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 204° 17.9 NM to fld. 1370/6E. **HIWAS.**



HUGGY N39°18.12′ W94°51.07′ NOTAM FILE UNO. KANSAS CITY
NDB (LOM) 416 RN 087° 6.4 NM to Kansas City Intl. Unmonitored.

HUTTON N36°52.28′ W91°54.00′ NOTAM FILE UNO. KANSAS CITY
(L) VORW/DME 111.6 HUW Chan 53 at West Plains Muni. 1220/2E. L–16G

JEFFERSON CITY MEM (JEF) 2 NE UTC−6(−5DT) N38°35.47′ W92°09.37′ KANSAS CITY
549 B S4 **FUEL** 100LL, JET A NOTAM FILE JEF H–5D, L–27B
RWY 12–30: H6001X100 (ASPH) S–45, D–58 HIRL IAP, AD
RWY 12: REIL. VASI(V4L)—GA 3.5° TCH 55′. Tree.
RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 50′.
RWY 09–27: H3401X75 (CONC) S–30, D–38 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Tree.
AIRPORT REMARKS: Attended 1230–0230Z‡. Light to moderate bird activity invof arpt. Entrances to E and S hangers, not visible by twr. Twy A1, A2 connectors open. Rwy 27 REIL OTS indef. REIL Rwy 12 unavbl when twr clsd. When twr clsd ACTIVATE HIRL Rwy 12–30, VASI Rwy 12 and Rwy 30 and MALSR Rwy 30 and Twy A lgts—CTAF.
WEATHER DATA SOURCES: ASOS 133.625 (573) 635–9266.
COMMUNICATIONS: CTAF 125.6 **UNICOM** 122.95
RCO 122.25 (COLUMBIA RADIO)
Ⓡ **MIZZU APP/DEP CON** 124.375
TOWER 125.6 (1200–0330Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1200–0330Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ 164° 13.5 NM to fld. 883/3E. **HIWAS.**
NOAH NDB (MHW) 515 ONH N38°38.23′ W92°14.69′ 120° 5.0 NM to fld. NOTAM FILE JEF.
ALGOA NDB (MHW/LOM) 397 JE N38°32.89′ W92°04.32′ 300° 4.7 NM to fld. NOTAM FILE JEF.
ILS/DME 110.5 I–JEF Chan 42 Rwy 30. Class IE. LOM ALGOA NDB. Unmonitored when twr clsd. Back course marker co–located with NDB ONH.



JERRY SUMNERS SR AURORA MUNI (See AURORA)

JESSE VIERTEL MEM (See BOONVILLE)

LOC/DME I-JEF	APP CRS	Rwy Idg	6001
110.5	300°	TDZE	549
Chan 42		Apt Elev	549

ILS or LOC RWY 30

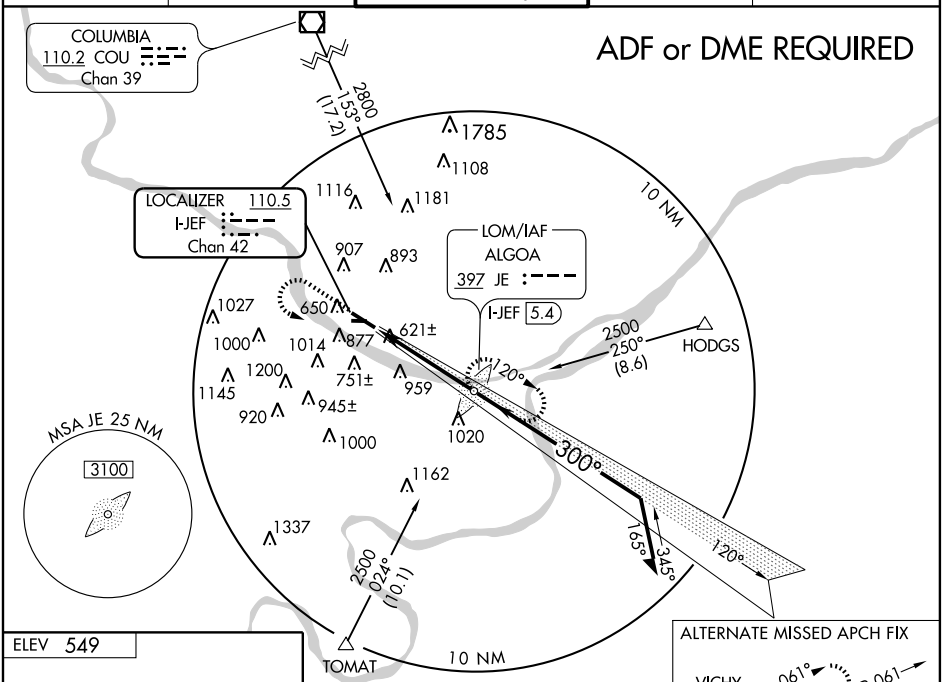
JEFFERSON CITY MEMORIAL (JEF)

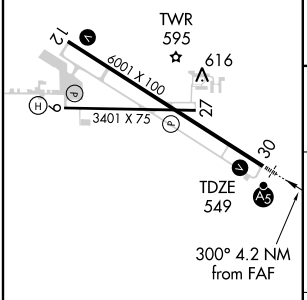
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA when using Columbia Rgnl altimeter setting.
For inoperative MALSR, increase S-LOC 30 Cat D visibility to 1 mile.
ADF required.

MALSR

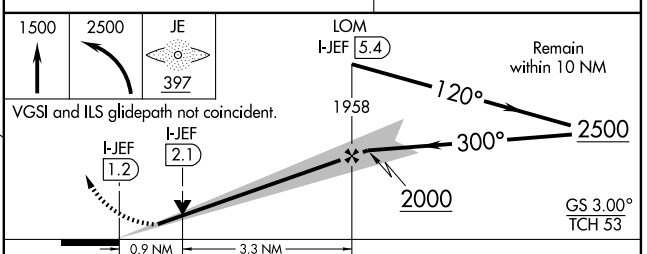
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95





ALTERNATE MISSED APCH FIX
VICHY
VIH
117.7
Chan 124
061°
241° R-061



REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 30	749-½ 200 (200-½)			
S-LOC 30	880-½ 331 (400-½)			880-¾ 331 (400-¾)
CIRCLING	1280-1 731 (800-1)		1280-2 731 (800-2)	1320-2½ 771 (800-2½)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

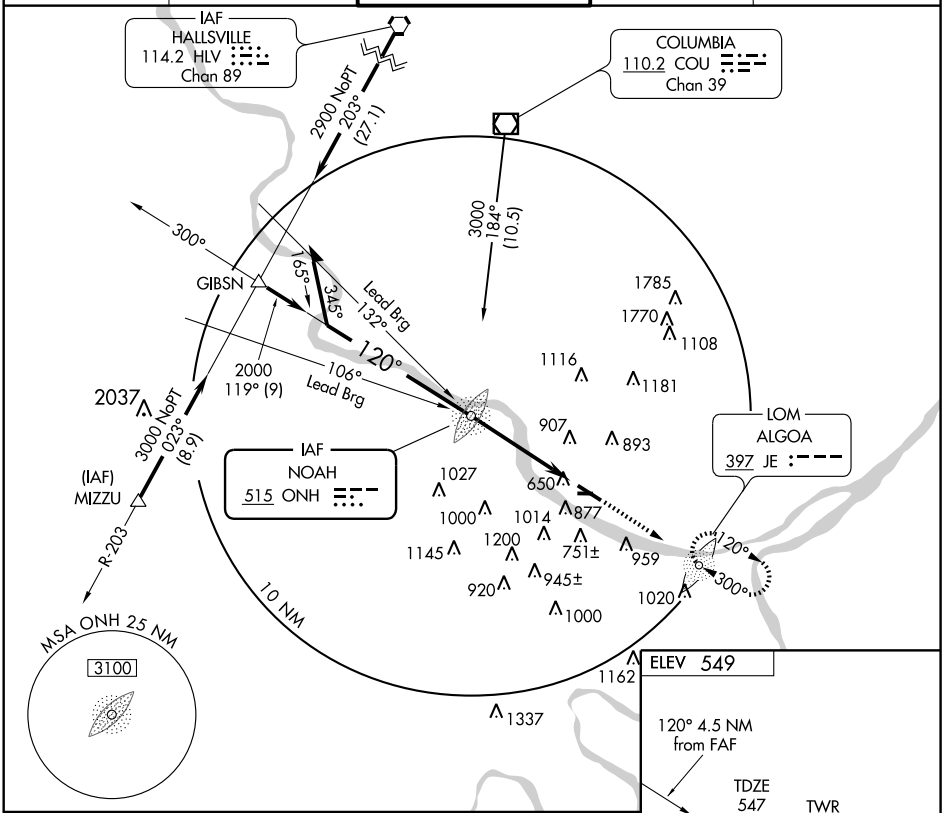
NDB ONH	APP CRS	Rwy Idg	6001
515	120°	TDZE	547
		Apt Elev	549

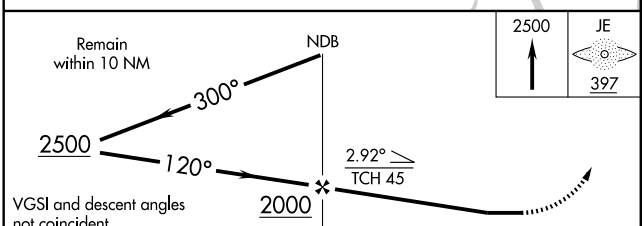
NDB RWY 12

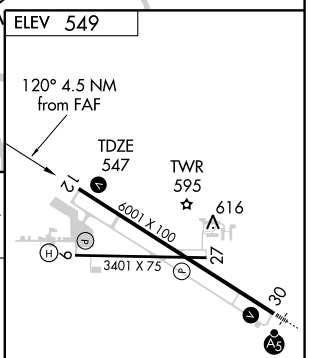
JEFFERSON CITY MEMORIAL (JEF)

MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95







CATEGORY	A	B	C	D
S-12	1240-1	693 (700-1)	1240-2 693 (700-2)	1240-2¼ 693 (700-2¼)
CIRCLING	1240-1	691 (700-1)	1240-2 691 (700-2)	1320-2½ 771 (800-2½)

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 49005 W12A	APP CRS 119°	Rwy Idg 6001 TDZE 547 Apt Elev 549

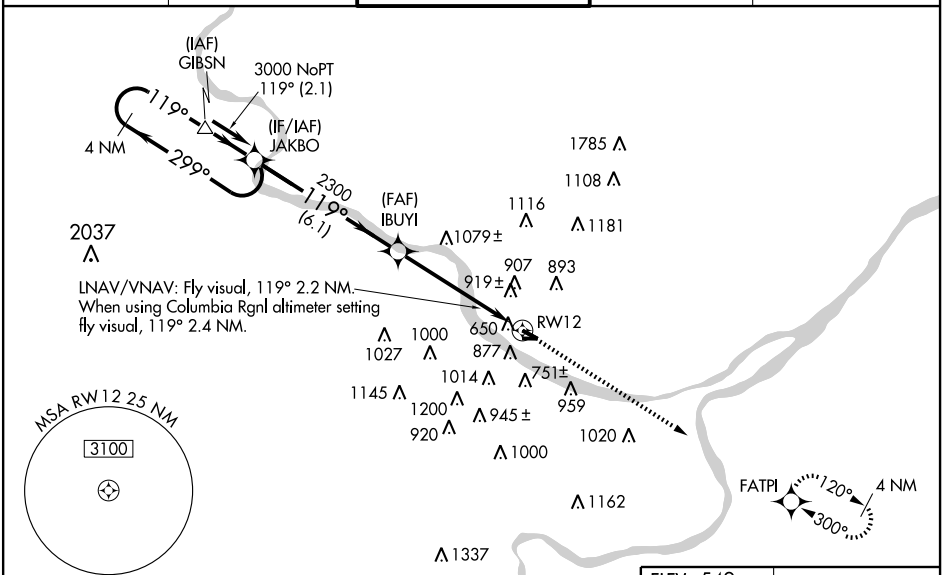
RNAV (GPS) RWY 12
JEFFERSON CITY MEMORIAL (JEF)

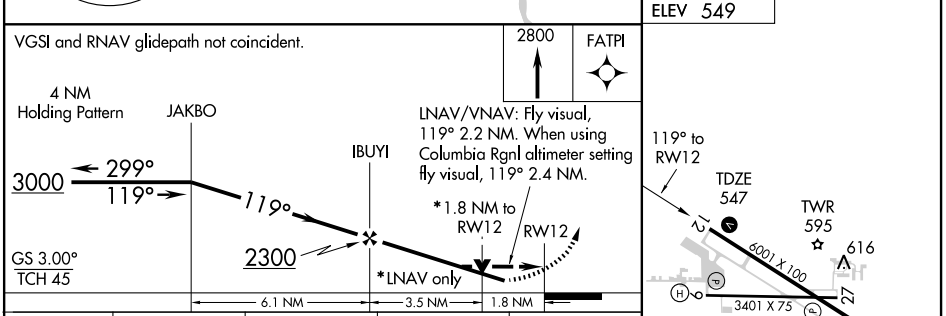
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	951-1½ 404 (500-1½)			
LNAV/VNAV DA	1284-2 737 (800-2)			1284-2¼ 737 (800-2¼)
LNAV MDA	1260-1 713 (800-1)		1260-2 713 (800-2)	1260-2¼ 713 (800-2¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 86410 W30A	APP CRS 300°	Rwy Idg 6001 TDZE 549 Apt Elev 549

RNAV (GPS) RWY 30

JEFFERSON CITY MEMORIAL (JEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

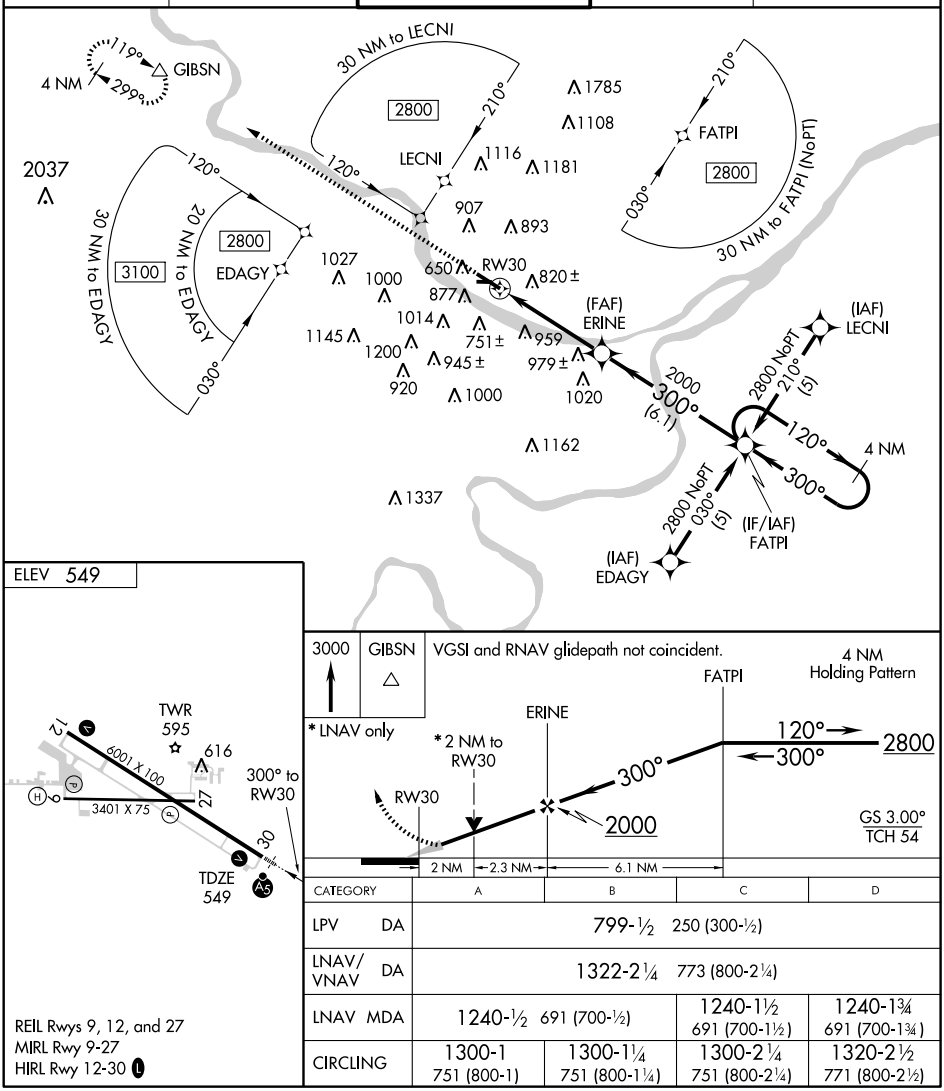
When local altimeter setting not received, use Columbia Rgnl altimeter settting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.

Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95

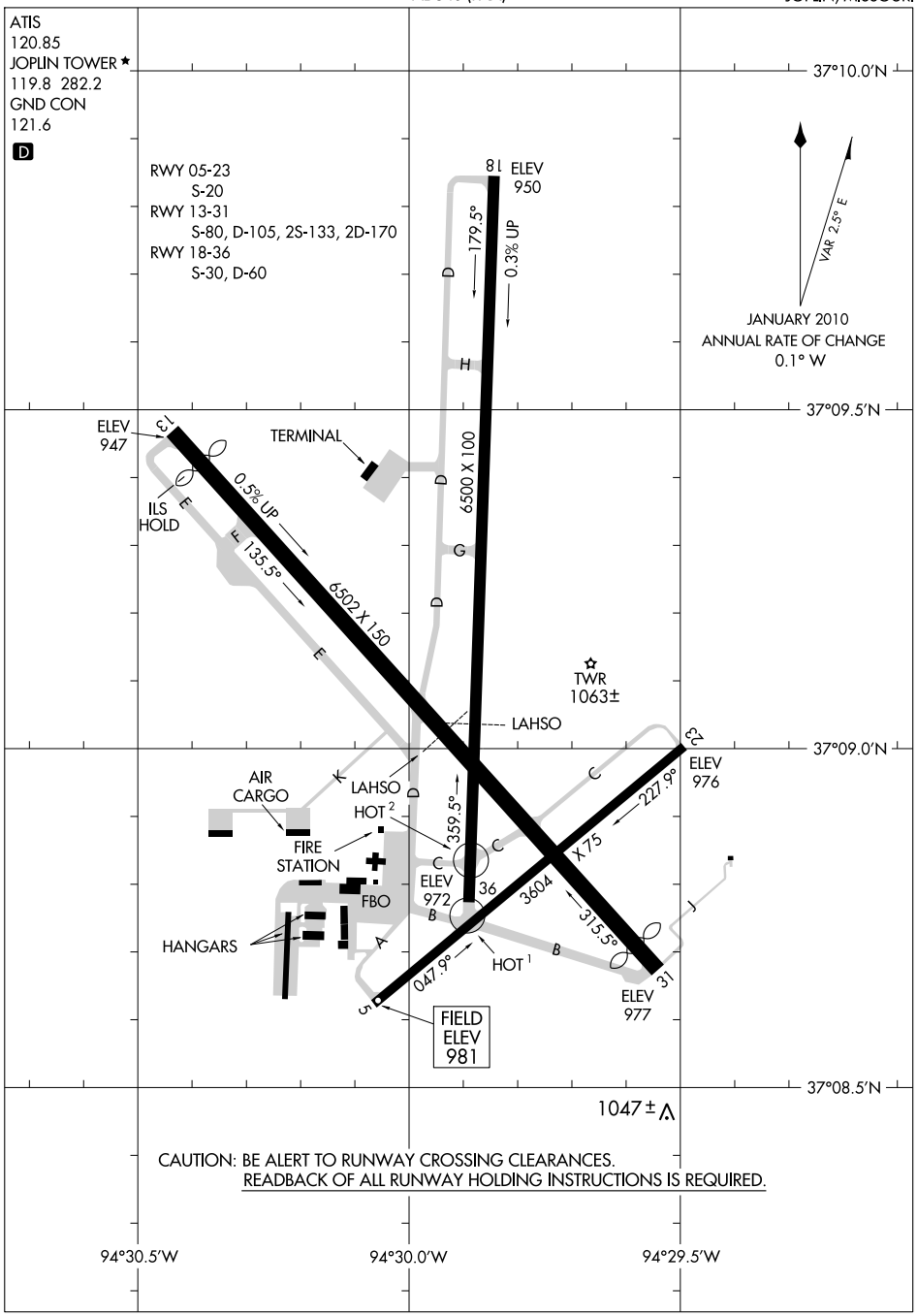


ELEV 549

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

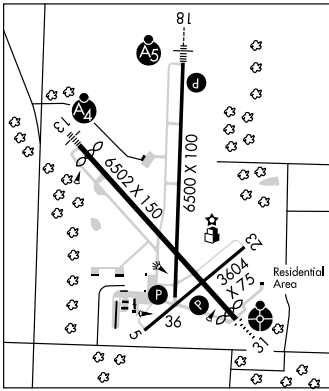
CATEGORY	A	B	C	D
LPV DA	799-½ 250 (300-½)			
LNAV/VNAV DA	1322-2¼ 773 (800-2¼)			
LNAV MDA	1240-½ 691 (700-½)		1240-1½ 691 (700-1½)	1240-1¾ 691 (700-1¾)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

JOPLIN RGNL (JLN) 4 N UTC−6(−5DT) N37°09.11′ W94°29.90′ KANSAS CITY
981 B S4 **FUEL** 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE JLN H–6I, L–16F
RWY 13–31: H6502X150 (ASPH–GRVD) S–80, D–105, 2S–133, 2D–170 HIRL 0.5% up SE IAP, AD
RWY 13: MALSF. Thld dsplcd 387′. Tree.
RWY 31: ODALS. PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 300′. Tree.
RWY 18–36: H6500X100 (ASPH) S–30, D–60 HIRL 0.3% up S
RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Pole.
RWY 36: PAPI(P4L)—GA 3.0° TCH 45′.
RWY 05–23: H3604X75 (ASPH) S–20 MIRL
RWY 05: Tree. **RWY 23:** Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18–36	3250
RWY 18	13–31	4900

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–6502 TODA–6502 ASDA–6102 LDA–5802
RWY 31: TORA–6502 TODA–6502 ASDA–6102 LDA–5802
AIRPORT REMARKS: Attended 1100–0600Z‡. Birds on and invof arpt, spring and fall. PPR 48 hrs for acft carrying hazardous or explosive cargo. PPR 48 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 417–623–0262. When twr clsd ACTIVATE MIRL Rwy 05–23, HIRL Rwy 13–31 and Rwy 18–36, MALSR Rwy 18, and MALSF Rwy 13, PAPI Rwy 18 and Rwy 36, PAPI and ODALS Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS (417)623–8892. LAWRS.
COMMUNICATIONS: CTAF 119.8 **ATIS** 120.85 **UNICOM** 122.95
RCO 122.6 (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 128.6
TOWER 119.8 (1200–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 344° 18.8 NM to fld. 1200/7E.
LUNNS NDB (LOM) 344 JL N37°12.19′ W94°33.51′ 133° 4.2 NM to fld. Unmonitored.
ILS 110.3 I–JLN Rwy 13 LOM LUNNS NDB. Outer marker unmonitored.
ILS/DME 108.9 I–JQX Chan 26 Rwy 18. Class IE. LOC unusable byd 25° W of course blo 2800′. ILS unmonitored 0300–1200Z‡.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

KAHOKA MUNI (ØH7) 1 E UTC−6(−5DT) N40°25.30′ W91°42.40′ CHICAGO
700 NOTAM FILE COU
RWY 10–28: 2680X115 (TURF)
RWY 10: Thld dsplcd 318′ Road. **RWY 28:** Road.
AIRPORT REMARKS: Unattended. Numerous tall objects within transitional surface along the entire south edge of Rwy 10–28. Rwy 10–28 soft after heavy rains. Call 660–727–3711 for rwy conditions. Use caution during spring and summer months due to farm irrigation system along north rwy edge. Rwy 10–28 from E thld to 800′ W of S edge rwy is 1′–2′ higher than N edge. Dsplcd thld marked with three large yellow cones on each side of rwy.
COMMUNICATIONS: CTAF 122.9

KAISER N38°05.80′ W92°33.19′ NOTAM FILE COU. KANSAS CITY
NDB (MHW) 377 AIZ at Lee C Fine Mem. Unmonitored 0100–1300Z‡. SHUTDOWN L–16G

LOC/DME I-JQX	APP CRS	Rwy Idg 6500
108.9	178°	TDZE 965
Chan 26		Apt Elev 981

ILS or LOC/DME RWY 18

JOPLIN RGNL (JLN)

MALSR

MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

ALTERNATE MISSED APCH FIX

134°
314°

LUNNS
344 JL

358°
1 min
178°
2600
(6)
(IAF)
MITBY INT
I-JQX 12.2
15 NM
R-063
117.6 OSW
Chan 123
1450
YUHAX
I-JQX 6.2
2049
LOM
LUNNS
344 JL
1109
1138
1240
1956 ±
2056
1239
1196
1463
LOCALIZER 108.9
I-JQX
Chan 26
MSA EOS 25 NM
3100
3100 to MITBY
348° (30.4)
R-343
R-303
123°
303°
NEOSHO
117.3 EOS
Chan 120

ELEV 981 D

178° 5 NM from FAF

TDZE 965
1030 ±
1035 ±
1063
0.3% UP
6500 X 100
6502 X 150
0.5% UP
X75
3604
36
18
1032 ±
1040 ±

MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L

3100 / 178°	EOS R-343 117.3	EOS 117.3

YUHAX I-JQX 6.2
MITBY INT I-JQX 12.2
One Minute Holding Pattern
I-JQX 1.3
I-JQX 2.4
2600
178°
358°
178°
3100
2600
GS 3.00°
TCH 46
1.1 NM
3.9 NM
6 NM

CATEGORY	A	B	C	D
S-ILS 18	1165/24 200 (200-½)			
S-LOC 18	1340/24 375 (400-½)			1340/40 375 (400-¾)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-JLN	APP CRS	Rwy Idg	5802
110.3	134°	TDZE	968
		Apt Elev	981

ILS or LOC/NDB RWY 13

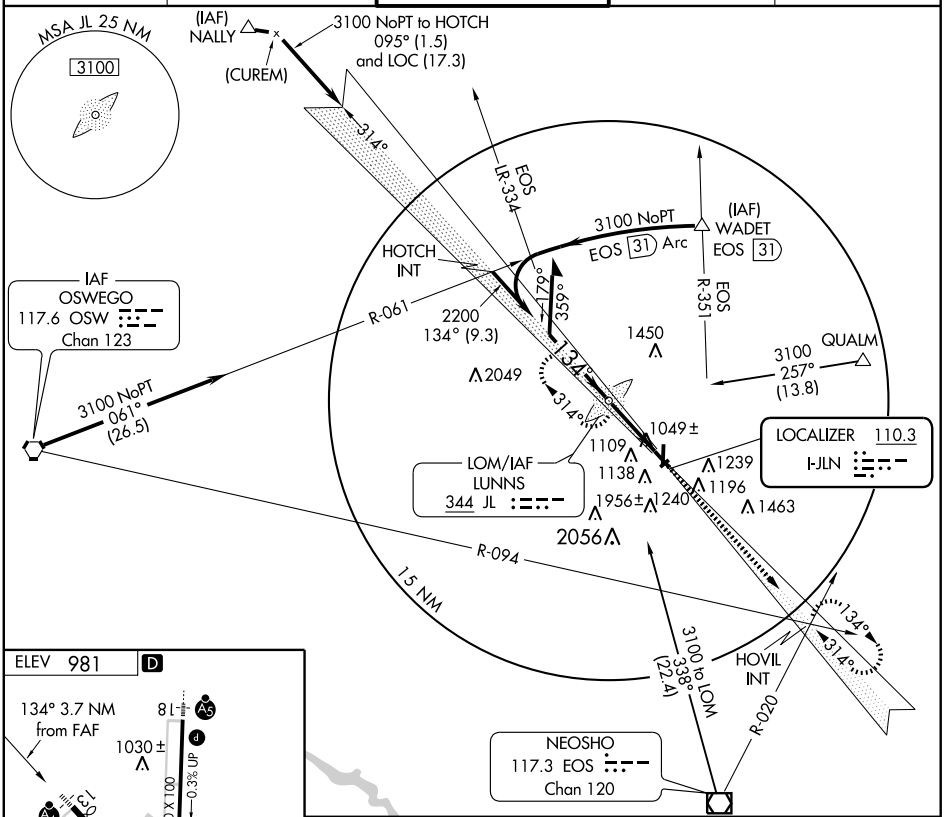
JOPLIN RGNL (JLN)

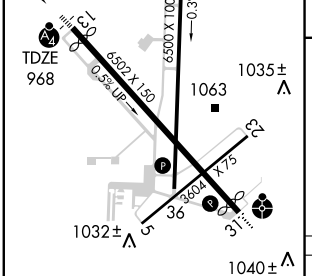
MALSF (NSTD) 1368'.

MALSF

MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

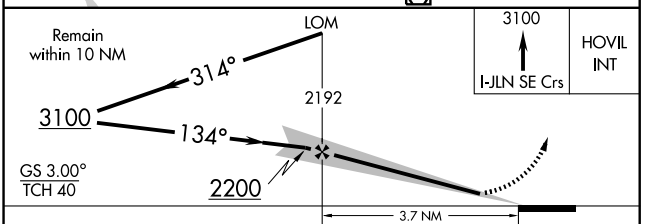




MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 13	1168-¾ 200 (200-¾)			
S-LOC 13	1300-¾ 332 (400-¾)			1300-1 332 (400-1)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-JLN	APP CRS	Rwy Idg 5802
110.3	314°	TDZE 978
		Apt Elev 981

LOC BC RWY 31
JOPLIN RGNL (JLN)

ODALS (NSTD) 1438'. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

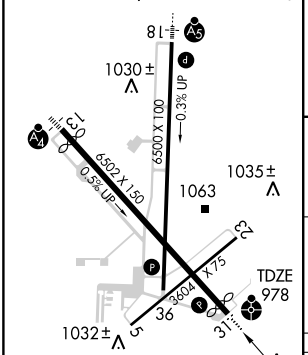
Procedure NA for arrival on EOS VOR/DME airway radials 052 CW 067.

MSA EOS 25 NM
3100

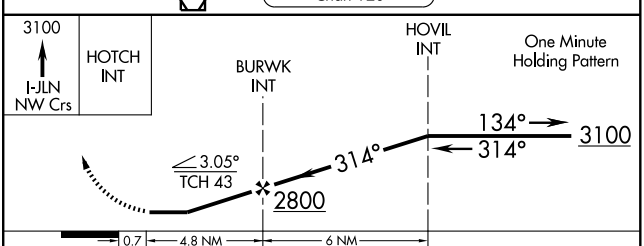
1450
2049
134°
314°
HOTCH INT
LOCALIZER 110.3
I-JLN
OSWEGO
117.6 OSW
Chan 123
R-061
1109
1138
1239
1196
3100 to HOVIL
134° (8.1)
1463
1956±
1240
DROOP
2056
3100 to HOVIL
094°
(42.8)
BURWK INT
R-094
2800
(6)
314°
134°
1 min
314°
(IF/IAF)
HOVIL INT
R-020
R-357
10 NM
134°
3100 NoPT
020°
(10.8)
IAF
NEOSHO
117.3 EOS
Chan 120

BACK COURSE

ELEV 981 D MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-31	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg 5802
CH 90109	134°	TDZE 968
W13A		Apt Elev 981

RNAV (GPS) RWY 13

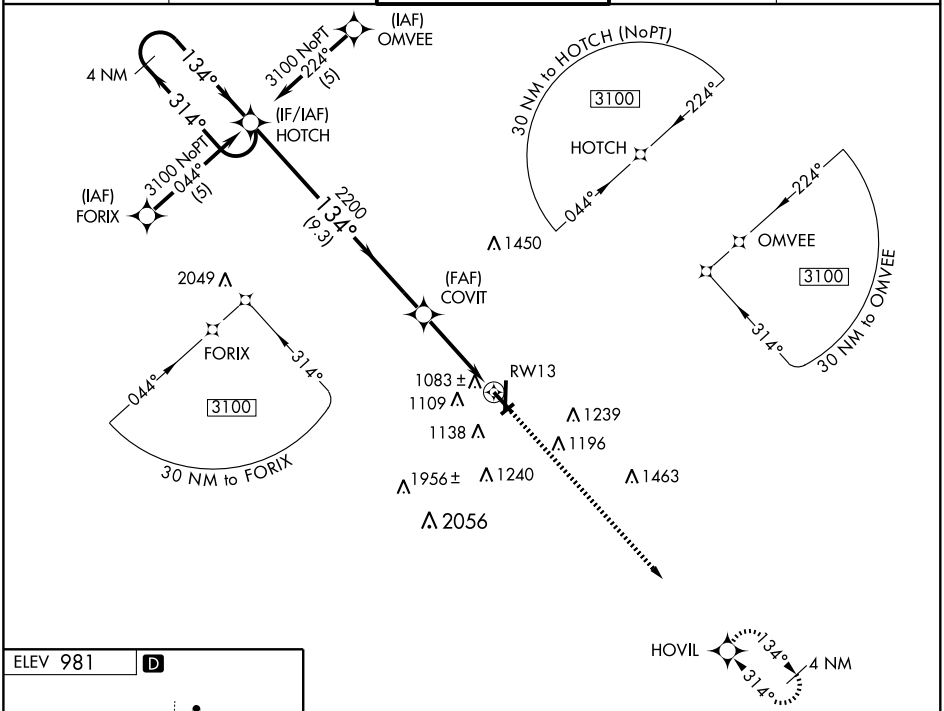
JOPLIN RGNL (JLN)

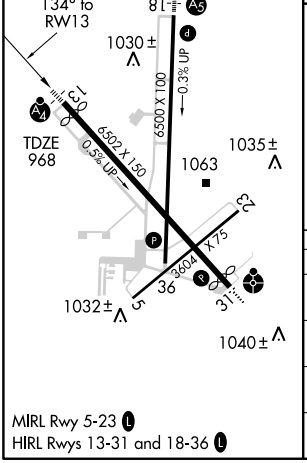
MALSF (NSTD) 1368′.
DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F)
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

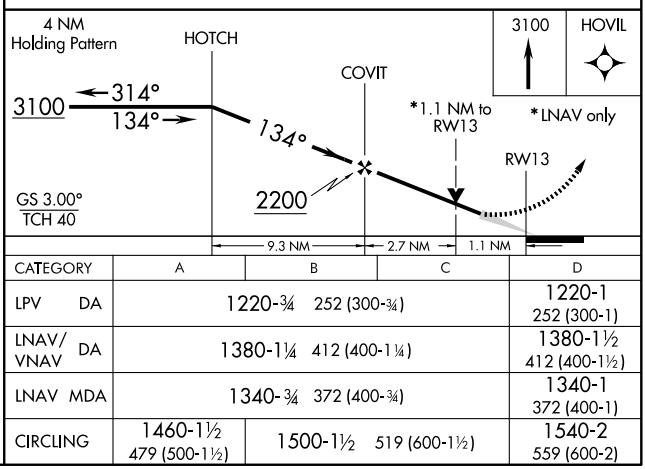
MALSF

MISSED APPROACH: Climb to 3100 direct HOVIL and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1220-¾ 252 (300-¾)			1220-1 252 (300-1)
LNAV/VNAV DA	1380-1¼ 412 (400-1¼)			1380-1½ 412 (400-1½)
LNAV MDA	1340-¾ 372 (400-¾)			1340-1 372 (400-1)
CIRCLING	1460-1½ 479 (500-1½)	1500-1½ 519 (600-1½)		1540-2 559 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 18

JOPLIN RGNL (JLN)

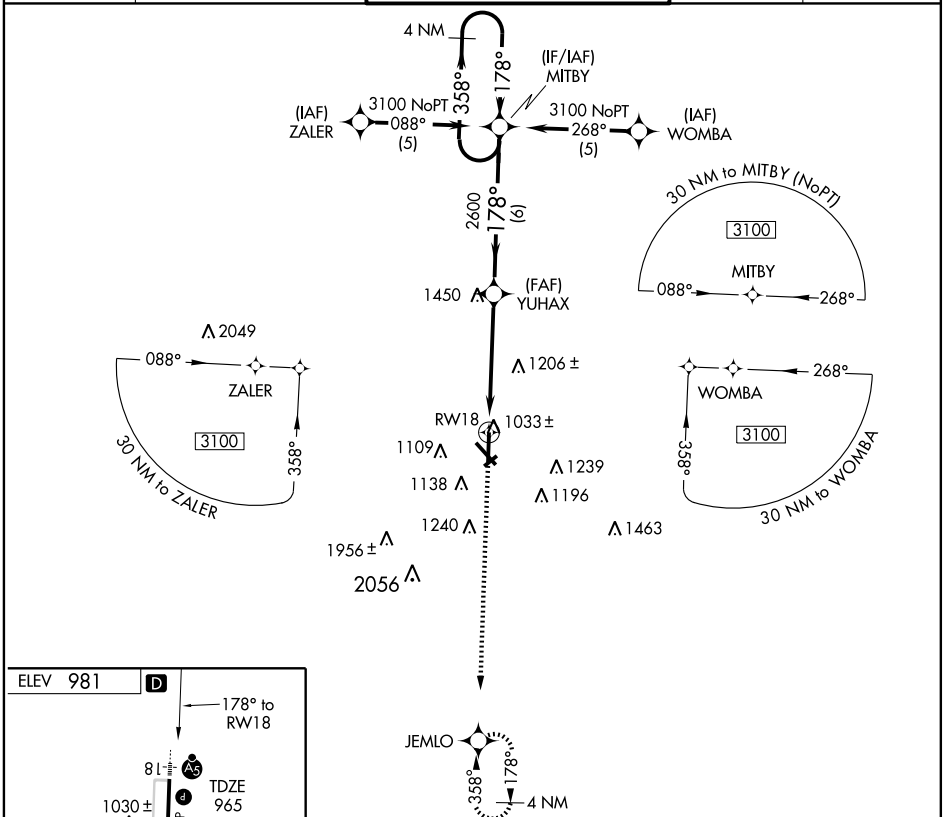
WAAS	APP CRS	Rwy Idg	6500
CH 97309	178°	TDZE	965
W18A		Apt Elev	981

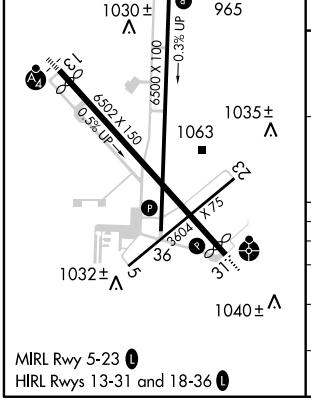
DME/DME RNP- 0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

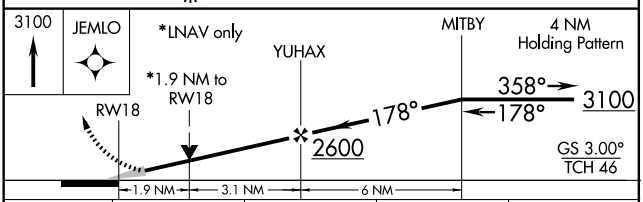
MALSR

MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER ★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1220/24 255 (300-½)			
LNAV/VNAV DA	1460/60 495 (500-1¼)			
LNAV MDA	1600/24 635 (700-½)		1600/60 635 (700-1¼)	1600-1½ 635 (700-1½)
CIRCLING	1600-1¾ 619 (700-1¾)			1600-2 619 (700-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 31

JOPLIN RGNL (JLN)

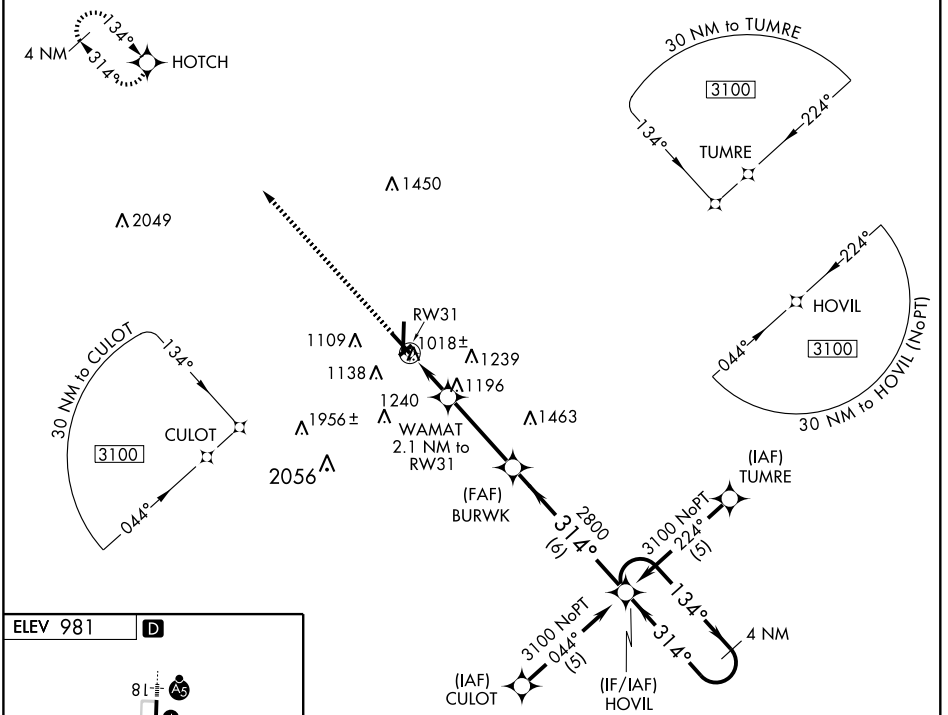
APP CRS	Rwy Idg	5802
314°	TDZE	978
	Apt Elev	981

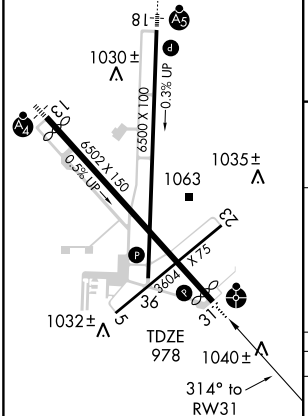
Circling to Rwy 5 not authorized at night.
DME/DME RNP-0.3 not authorized.
ODALS (NSTD) 1438'.
Inoperative table does not apply.

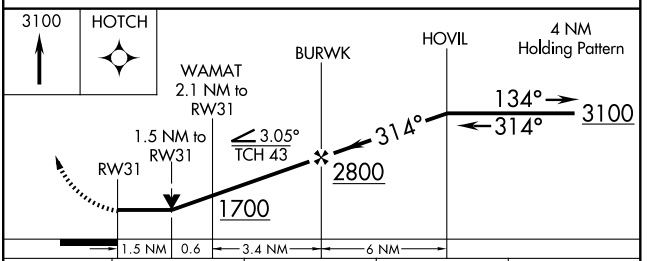
ODALS

MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 36

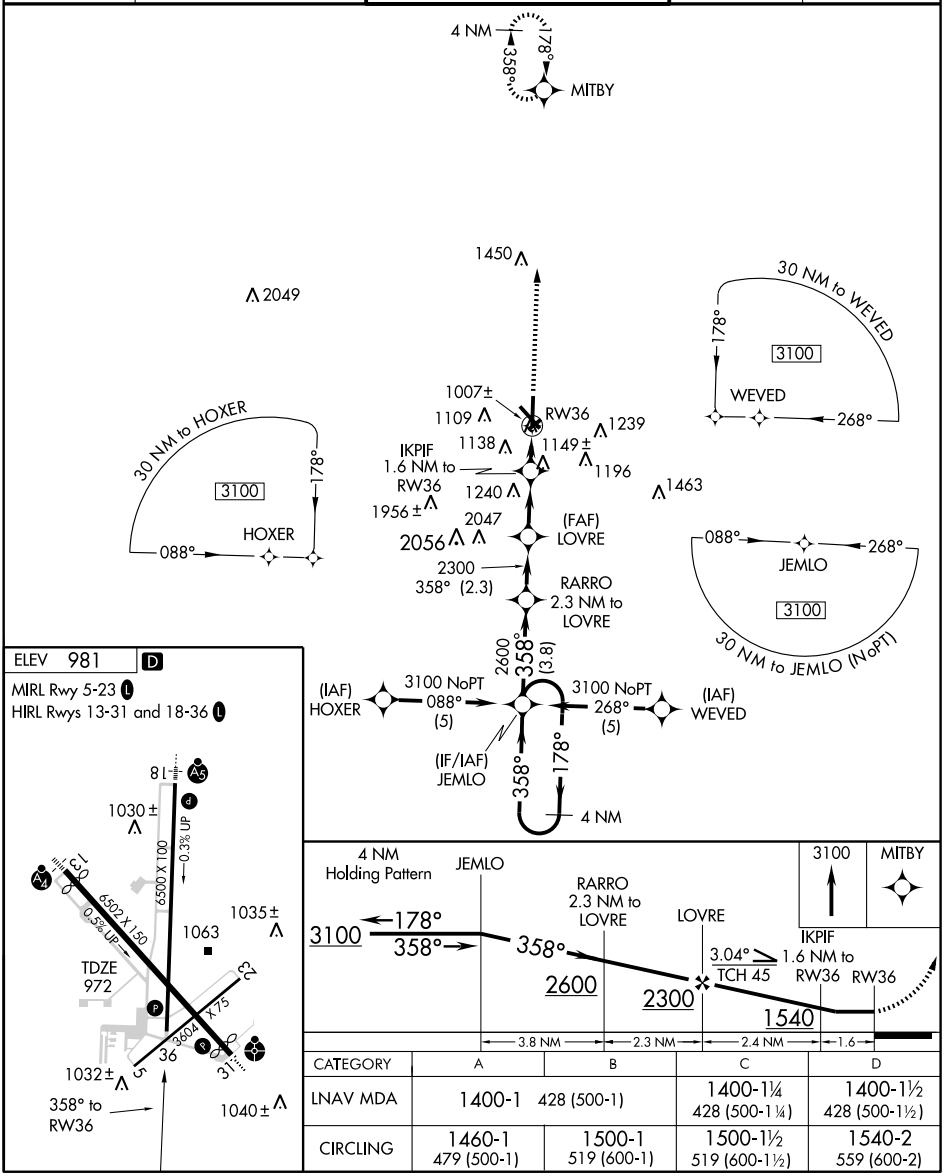
JOPLIN RGNL (JLN)

APP CRS	Rwy Idg	6500
358°	TDZE	972
	Apt Elev	981

DME/DME RNP- 0.3 not authorized.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER ★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95



ELEV 981 D

MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L

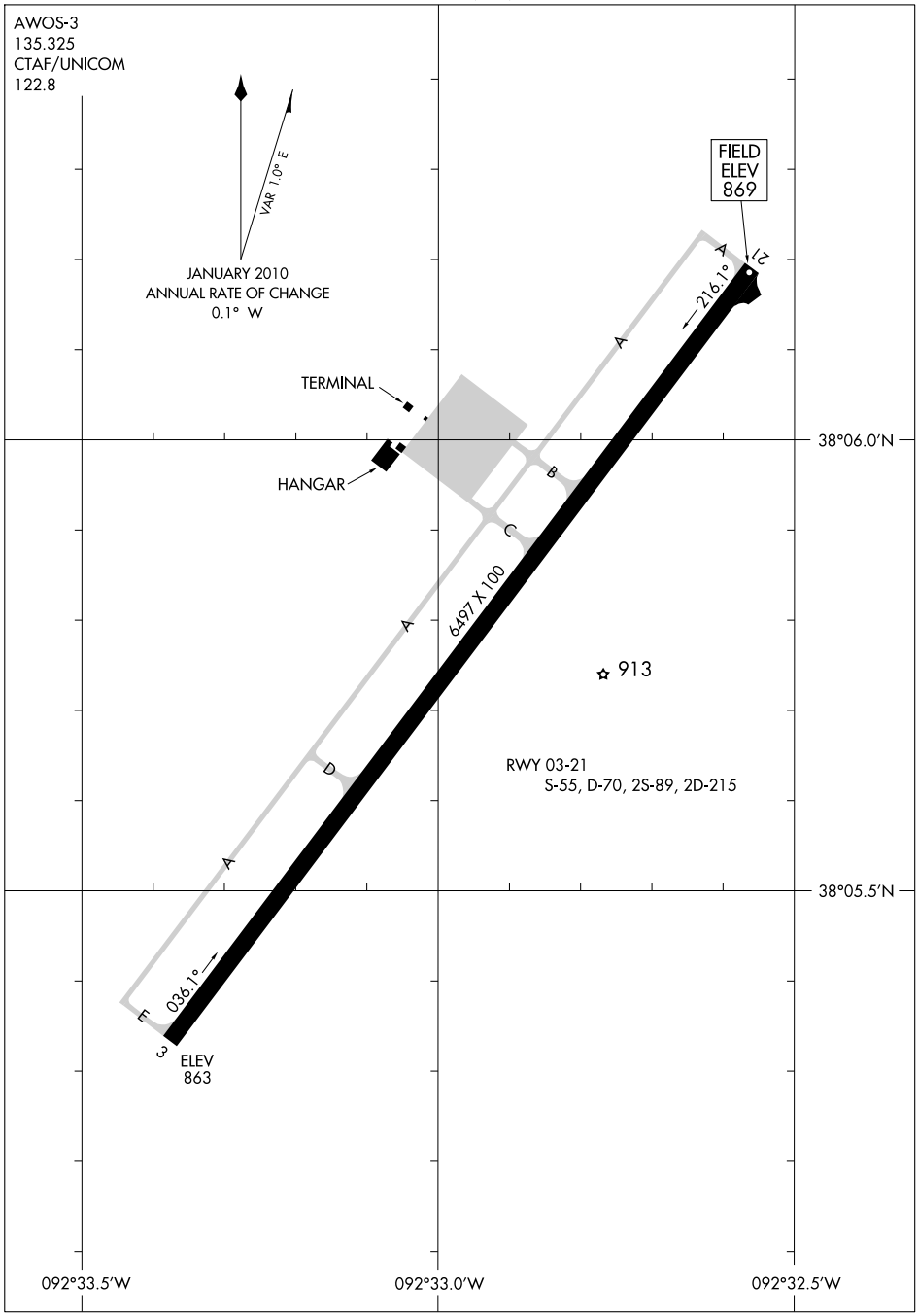
CATEGORY	A	B	C	D
LNAV MDA	1400-1 428 (500-1)		1400-1¼ 428 (500-1¼)	1400-1½ 428 (500-1½)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

KAISER/LAKE OZARK, MISSOURI
KAISER/LEE C. FINE MEMORIAL (AIZ)

10210

KAISER (LAKE OZARK)

LEE C FINE MEM (AIZ) 3 SE UTC−6(−5DT) N38°05.76′ W92°32.97′

KANSAS CITY
H–5D, L–16G
IAP, AD

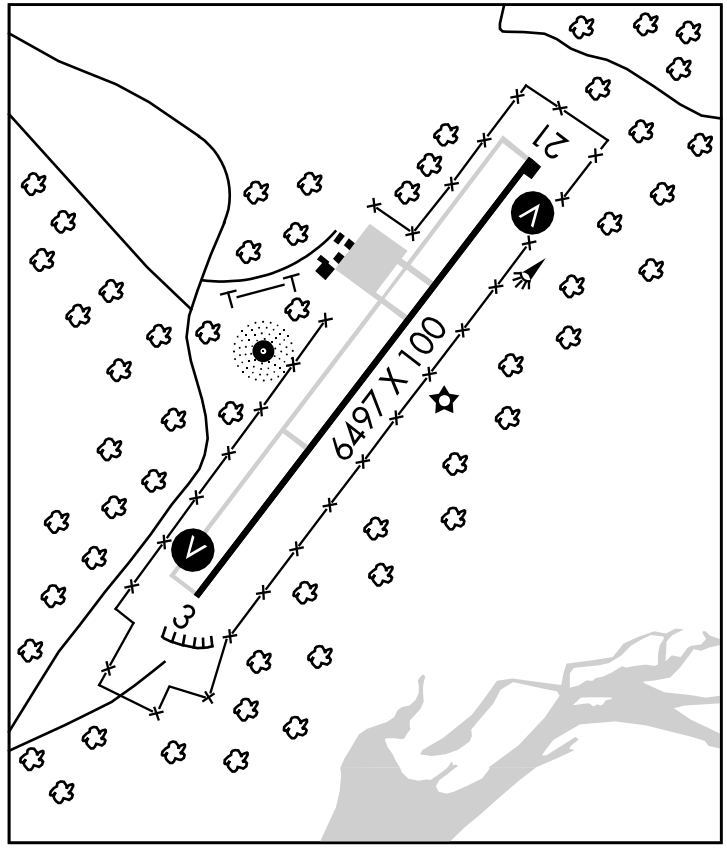
869 B **FUEL** 100LL JET A NOTAM FILE AIZ

RWY 03–21: H6497X100 (ASPH–AFSC) S–55, D–70, 2S–89, 2D–215 MIRL

RWY 03: VASI(V4L)—GA 3.0° TCH 55′. Trees.

RWY 21: VASI(V4L)—GA 3.0° TCH 42′. Trees.

AIRPORT REMARKS: Attended Oct–Apr 1400–0000Z‡, May–Sep Mon–Wed 1400–0000Z‡. Thu–Sun 1400–0200Z‡. Birds on and invof arpt. Arpt in state park. Rwy 03–21 various areas with grass and weeds growing in cracks. Banner towing on weekends from May–Sep. Parallel twy and Rwy 21 turnaround limited to acft weighing only 12,500 lbs or less. Acft over 12,500 lbs use Twys B and C only. ACTIVATE MIRL Rwy 03–21 and VASI Rwy 03 and Rwy 21—CTAF.



WEATHER DATA SOURCES: AWOS–3 135.325 (573) 348–0847.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MIZZU APP/DEP CON** 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 032° 4.2 NM to fld. 910/5E.

KAISER NDB (MHW) 377 AIZ N38°05.80′ W92°33.19′ at fld. Unmonitored 0100–1300Z‡. SHUTDOWN

ILS/DME 111.5 I–AIZ Chan 21 Rwy 21 LOC only LOC unmonitored 0100–1300Z‡.

KANSAS CITY N39°17.12′ W94°44.22′ NOTAM FILE MCI.

KANSAS CITY
H–5C, L–10J, A

(H) VORTAC 113.25 MCI Chan 79Y 051° 1.3 NM to Kansas City Intl. 1017/5E.

RCO 122.65 122.1R, 113.25T (COLUMBIA RADIO)

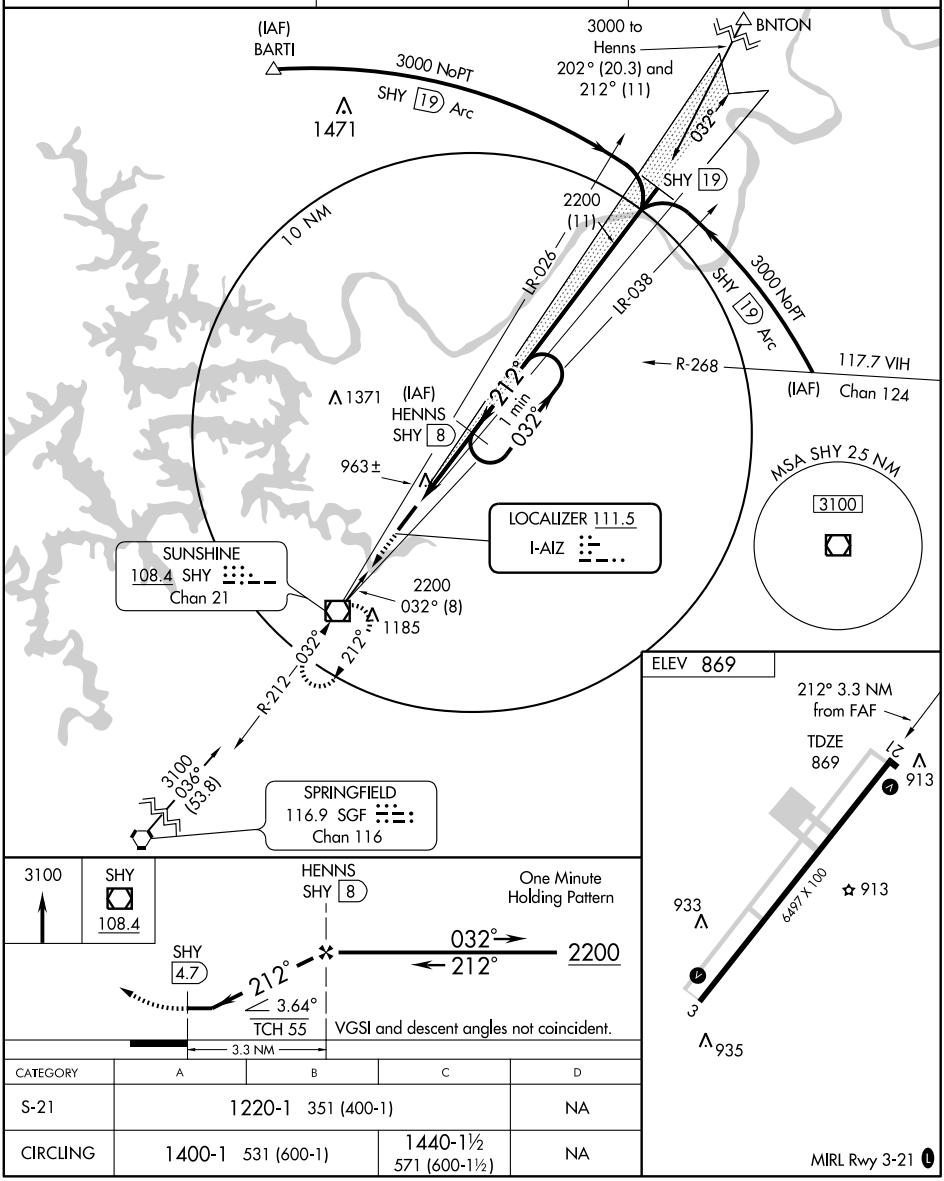
LOC I-AIZ	APP CRS	Rwy Idg	6497
111.5	212°	TDZE	869
		Apt Elev	869

LOC/DME RWY 21

KAISER/ LEE C. FINE MEMORIAL (AIZ)

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-21	1220-1 351 (400-1)			NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

MIRL Rwy 3-21 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS		
CH **65901**	**032°**	Rwy Idg	**6497**
W03A		TDZE	**863**
		Apt Elev	**869**

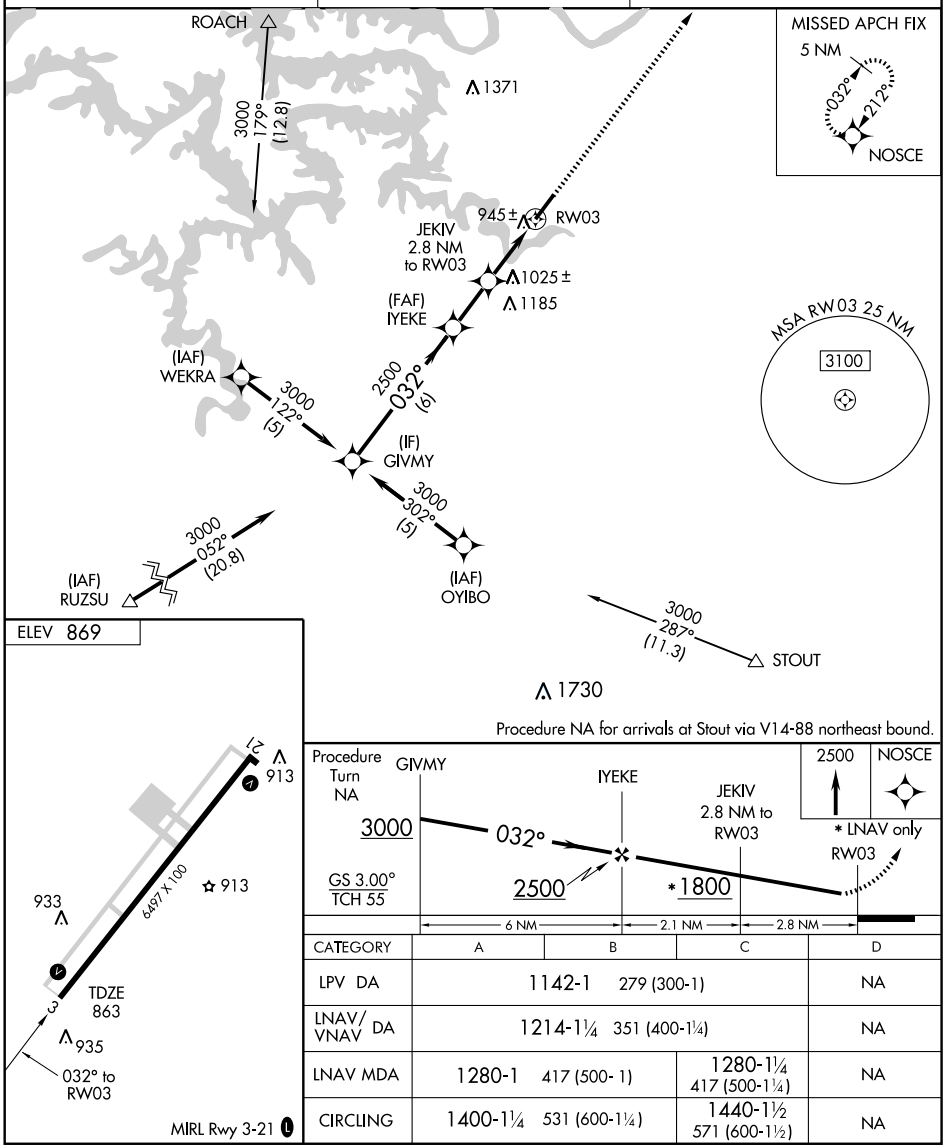
RNAV (GPS) RWY 3

KAISER/LEE C FINE MEMORIAL (AIZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 2500 direct NOSCE and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	**124.1 353.7**	**122.8** (CTAF) L



Procedure NA for arrivals at Stout via V14-88 northeast bound.

CATEGORY	A	B	C	D
LPV DA	1142-1 279 (300-1)			NA
LNAV/VNAV DA	1214-1¼ 351 (400-1¼)			NA
LNAV MDA	1280-1 417 (500- 1)		1280-1¼ 417 (500-1¼)	NA
CIRCLING	1400-1¼ 531 (600-1¼)		1440-1½ 571 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	6497
212°	TDZE	869
	Apt Elev	869

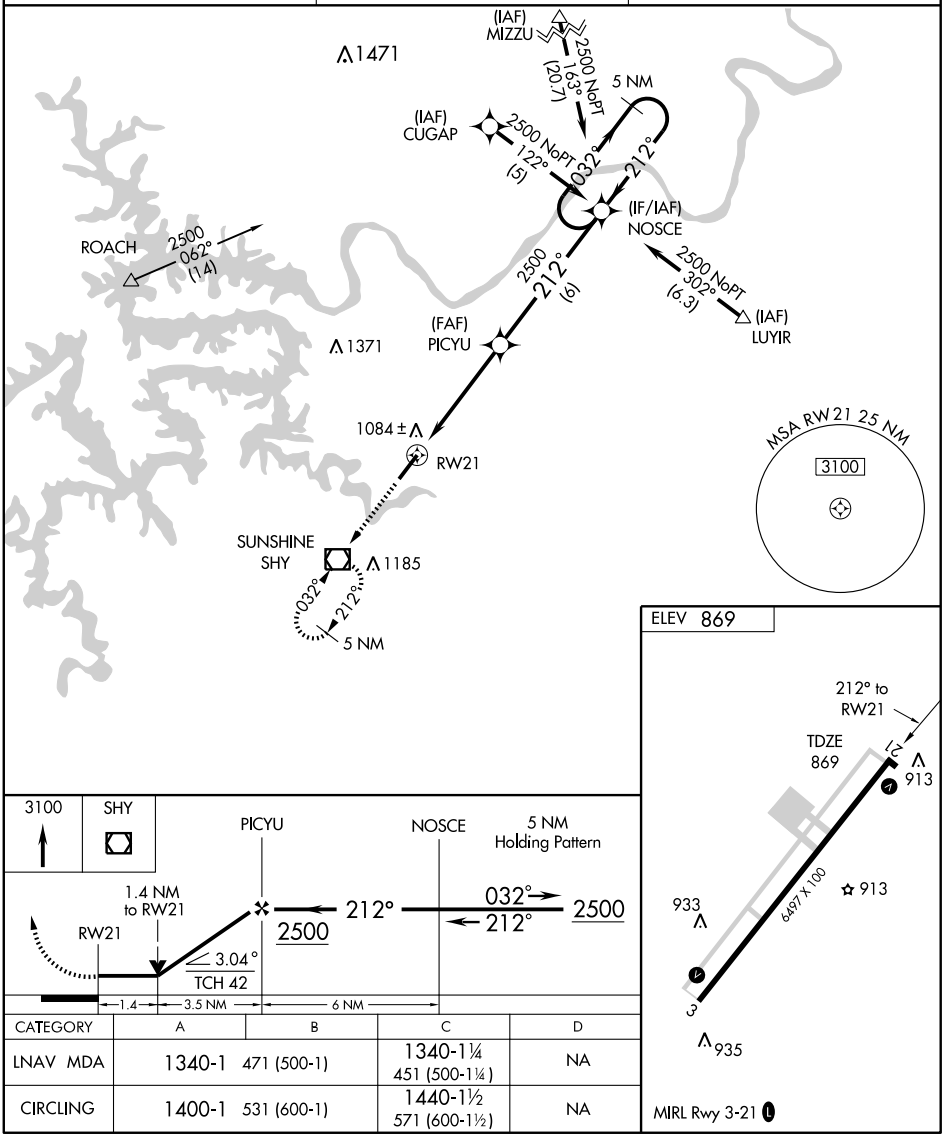
RNAV (GPS) RWY 21

KAISER/ LEE C. FINE MEMORIAL (AIZ)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
VDP NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1 471 (500-1)		1340-1¼ 451 (500-1¼)	NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME SHY 108.4 Chan 21	APP CRS 032°	Rwy Idg 6497 TDZE 863 Apt Elev 869

VOR RWY 3

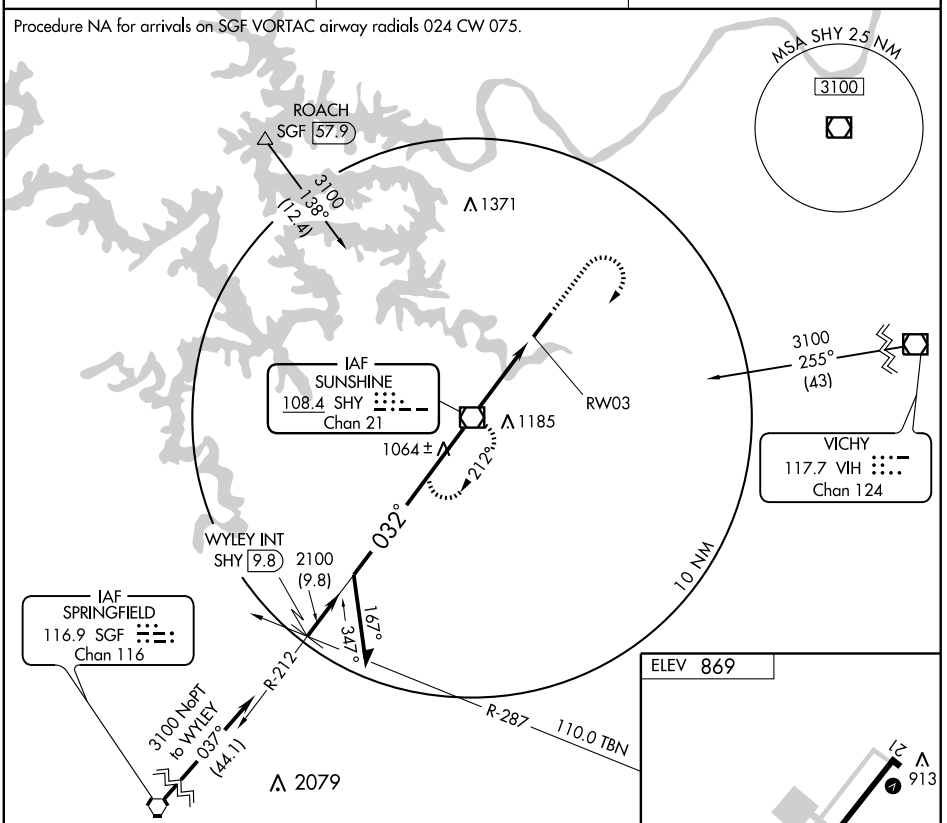
KAISER/ LEE C. FINE MEMORIAL (AIZ)

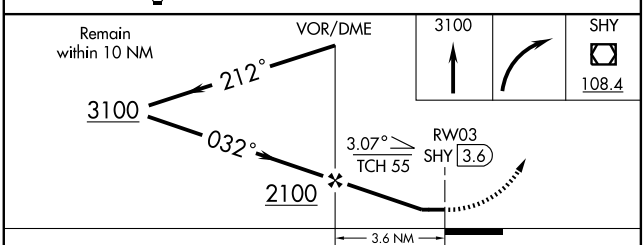
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

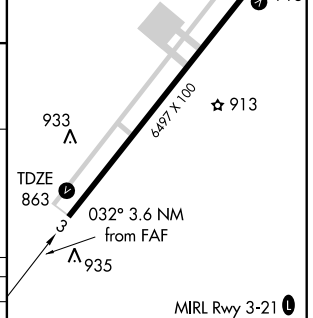
AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.





CATEGORY	A	B	C	D
S-3	1320-1	457 (500-1)	1320-1¼ 457 (500-1¼)	NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA



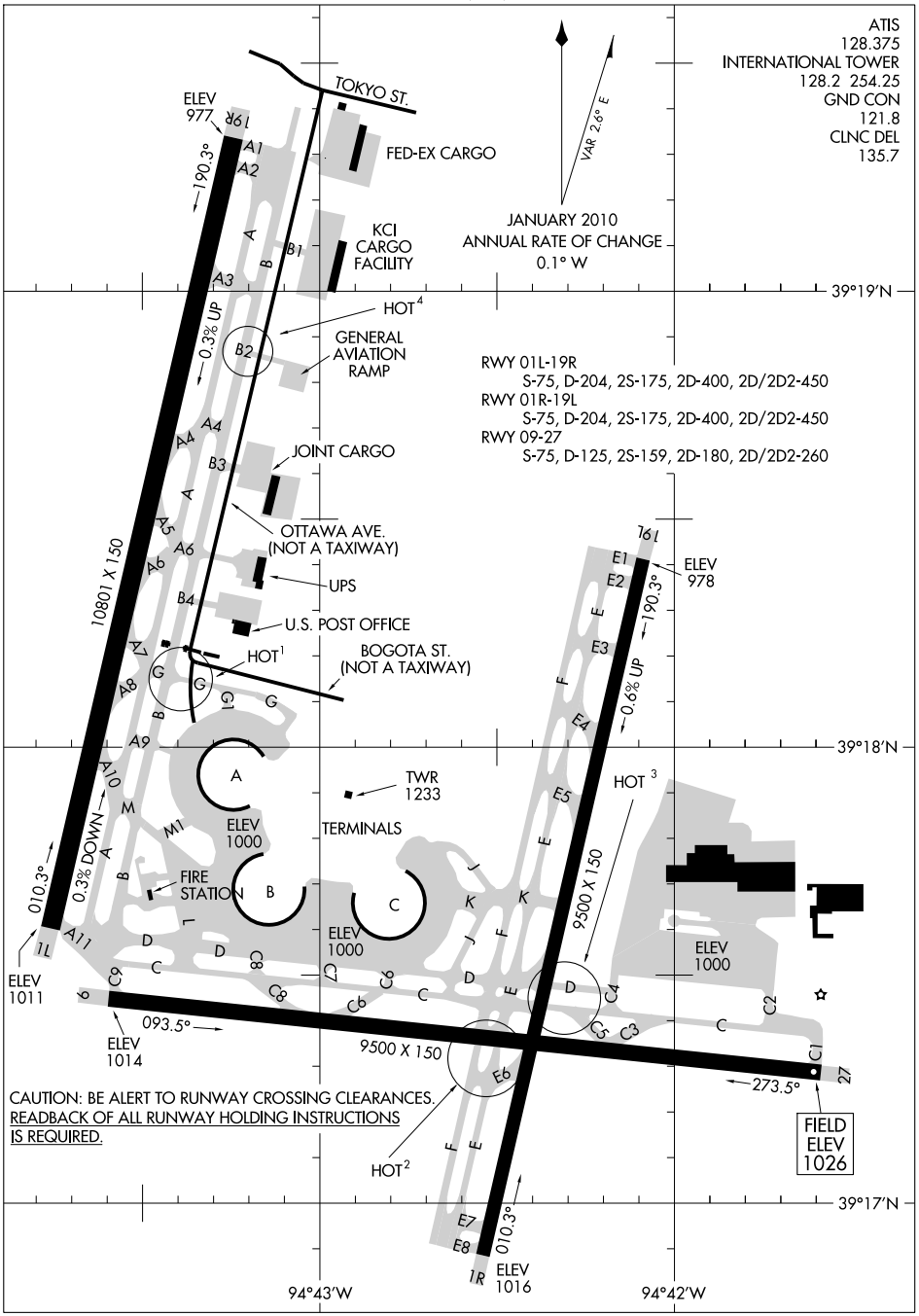
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI



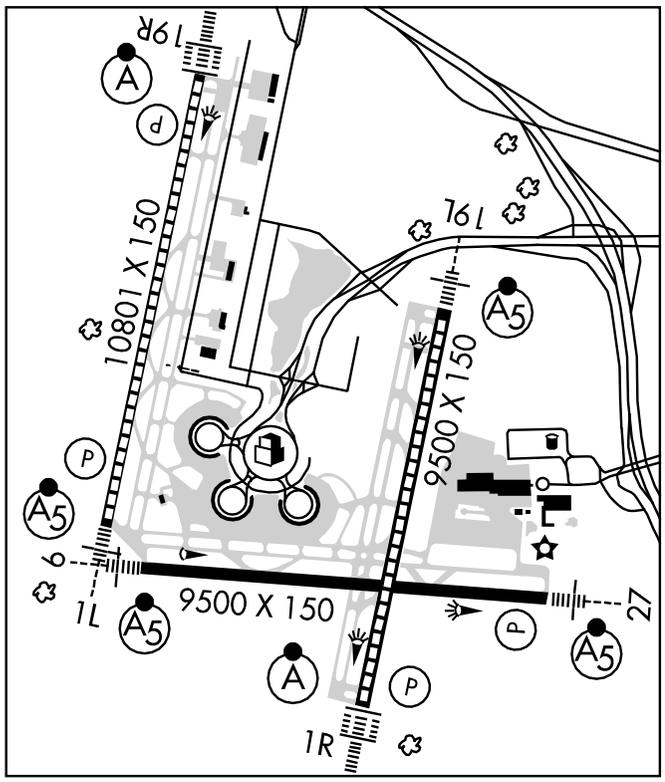
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

10210

KANSAS CITY INTL (MCI) 15 NW UTC−6(−5DT) N39°17.86′ W94°42.84′ **KANSAS CITY**
1026 B **FUEL** 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE MCI **H–5C, L–10J, A**
RWY 01L–19R: H10801X150 (CONC–GRVD) S–75, D–204, 2S–175, 2D–400, 2D/2D2–450 HIRL CL **IAP, AD**
RWY 01L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. 0.3% down.
RWY 19R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69′. Rgt tfc. 0.3% up.
RWY 01R–19L: H9500X150 (CONC–GRVD) S–75, D–204, 2S–175, 2D–400, 2D/2D2–450 HIRL CL
RWY 01R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 74′.
RWY 19L: MALSR. TDZL. 0.6% up.
RWY 09–27: H9500X150 (ASPH–GRVD) S–75, D–125, 2S–159, 2D–180, 2D/2D2–260 HIRL
RWY 09: MALSR.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 72′. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Ctl twr has limited visibility on numerous gates at all 3 terminals. Sun glare may interfere with sign and pavement markings recognition on E/W twys in the AM and PM. Waterfowl on and invof arpt. Coyote on and invof arpt. Windshear alert system on arpt. Pushback clearance required at gates 45 thru 52 in terminal B and gates 72, 73 and 76 in terminal C, pushback from these gates enters Twy D. Noise abatement procedures in effect 0400–1200Z‡ with landing on Rwys 01L and 19L; takeoffs on Rwys 01R and 19R. When using hi–speed exits C5 and C6 continue until first parallel twy and use extreme caution when turning in excess of 90 degrees. PPR to park at airline gates ctc respective airline. No acft parking on postal apron. Flight Notification Service (ADCUS) avbl at gate 90. Military acft may be charged ramp/parking fees. NOTE: See Special Notices—Continuous Power Facilities.
WEATHER DATA SOURCES: ASOS (816) 243–6415. **HIWAS** 113.25 MCI. LLWAS.
COMMUNICATIONS: D-ATIS 128.375 (816) 329–2725 **UNICOM** 122.95
RCO 122.65 122.1R 113.25T (COLUMBIA RADIO)
Ⓡ **APP CON** 120.95
INTERNATIONAL TOWER 128.2 125.75 **GND CON** 121.8 121.65 **CLNC DEL** 135.7
Ⓡ **DEP CON** 124.7 (191°–009°) 123.95 (010°–190°)
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE MCI.
(H) VORTAC 113.25 MCI Chan 79Y N39°17.12′ W94°44.22′ 051° 1.3 NM 1017/5E. **HIWAS.**
DOTTE NDB (MHW/LOM) 359 DO N39°13.25′ W94°45.00′ 015° 4.9 NM to fld.
HUGGY NDB (LOM) 416 RN N39°18.12′ W94°51.07′ 087° 6.4 NM to fld. Unmonitored.
LEXEY NDB (LOM) 275 DY N39°23.22′ W94°40.62′ 193° 5.6 NM to fld.
ILS/DME 109.7 I–RNI Chan 34 Rwy 09. Class IB. LOM HUGGY NDB. LOM unmonitored.
ILS/DME 110.75 I–PVL Chan 44(Y) Rwy 01R. Class IIIE.
ILS 110.5 I–DOT Rwy 01L. LOM DOTTE NDB.
ILS/DME 109.1 I–PAJ Chan 28 Rwy 19R. Class IIIE.
ILS 109.55 I–DYH Rwy 19L. Class IE. LOM LEXEY NDB.
ILS/DME 109.7 I–UQY Chan 34 Rwy 27. Class IE. LOC only.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-780 (FAA)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

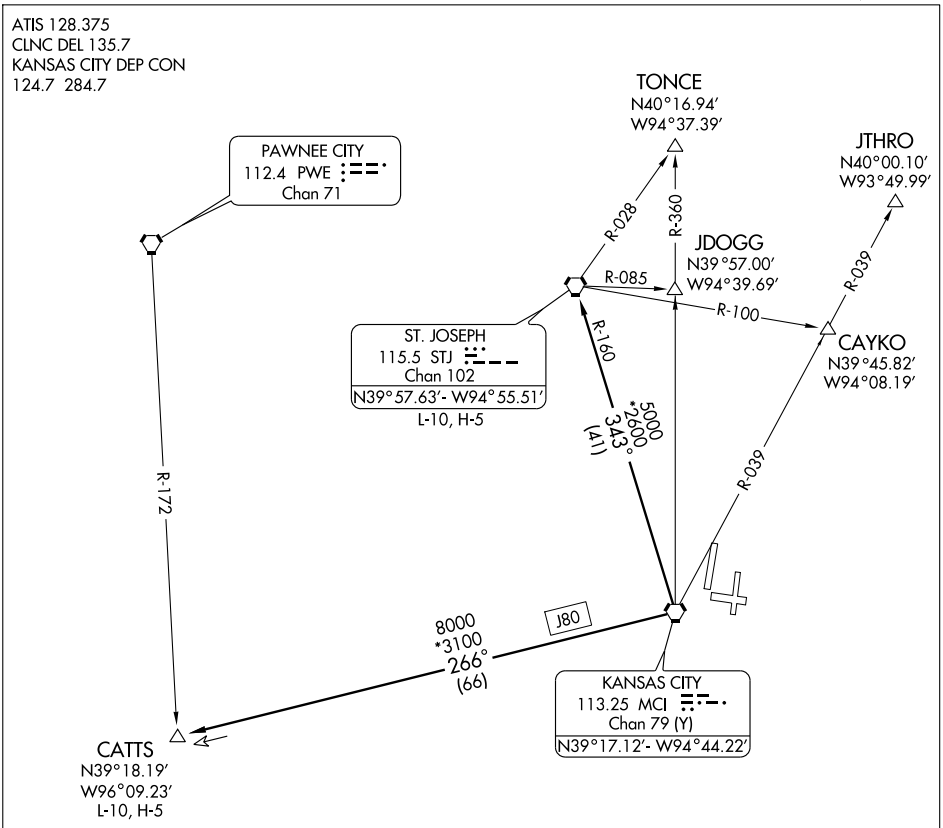
Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.



NC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC I-DOT	APP CRS	Rwy Idg	10801
110.5	008°	TDZE	1011
		Apt Elev	1026

ILS or LOC RWY 1L

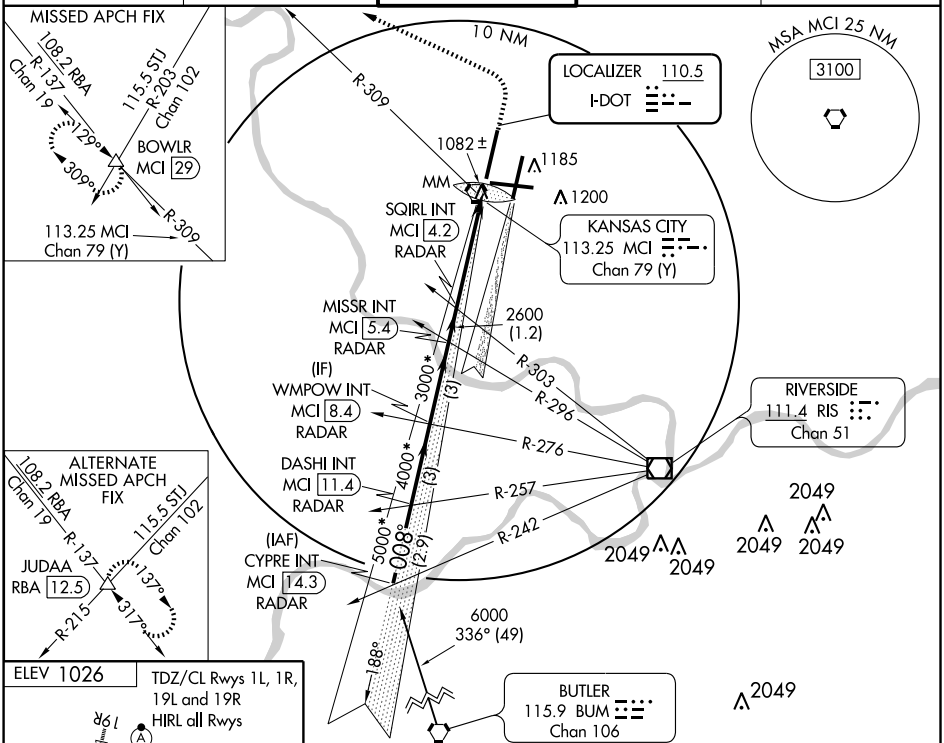
KANSAS CITY INTL (MCI)

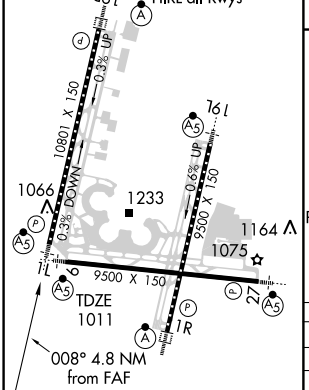
Simultaneous approach authorized with Rwy 1R. LOC procedure NA during simultaneous operations.

MALSR

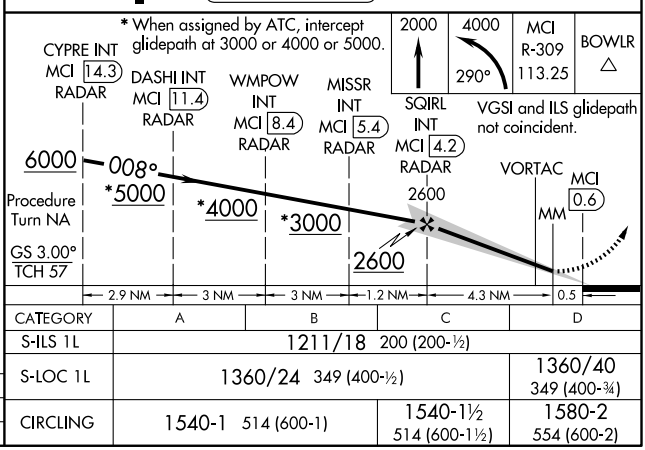
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 1L	1211/18 200 (200-½)			
S-LOC 1L	1360/24 349 (400-½)			1360/40 349 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS or LOC RWY 1R
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX: LYMES MCI 29.2
113.25 MCI R-089 Chan 79 (Y) 269° 089°
114.0 ANX R-358 Chan 87

MISSED APCH FIX: 088° 268° R-088 NAPOLEON ANX 114.0 Chan 87

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

10 NM

1185 1200 IM MM 1033±

2600 (1.2)

RIBBS INT I-PVL 6.5 RADAR

SMOKE INT I-PVL 7.7 RADAR

(IF) TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF) SPICY INT I-PVL 16.6 RADAR

*3000 (3) *4000 (3) *5000 (2.9)

R-295 R-304 R-272 R-251 R-236 008°

RIVERSIDE 111.4 RIS Chan 51

2049

MSA MCI 25 NM 3100

6000 336° (48)

188°

BUTLER 115.9 BUM Chan 106 2049

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R HIRL all Rwys

19L 19R 16L 16R 1L 1R 10801 X 150 9500 X 150 0.3% UP 0.3% DOWN 0.6% UP 1066 1233 1164 1075 TDZE 1017

008° 4.7 NM from FAF

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

1500 4000 ANX

SPICY INT I-PVL 16.6 RADAR
BARBQ INT I-PVL 13.7 RADAR
TERKY INT I-PVL 10.7 RADAR
SMOKE INT I-PVL 7.7 RADAR
RIBBS INT I-PVL 6.5 RADAR

VGSI and ILS glidepath not coincident.

6000 008° *5000 *4000 *3000 2600 I-PVL 2.6 MM I-PVL 1.7 IM

Procedure Turn NA
GS 3.00° TCH 59

2.9 NM 3 NM 3 NM 1.2 NM 3.8 NM 0.5 0.3 0.1

CATEGORY	A	B	C	D
S-ILS 1R	1217/18 200 (200-½)			
S-LOC 1R	1360/24 343 (400-½)			1360/40 343 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RNI	APP CRS	Rwy Idg	9500
109.7	091°	TDZE	1015
Chan 34		Apt Elev	1026

ILS or LOC RWY 9

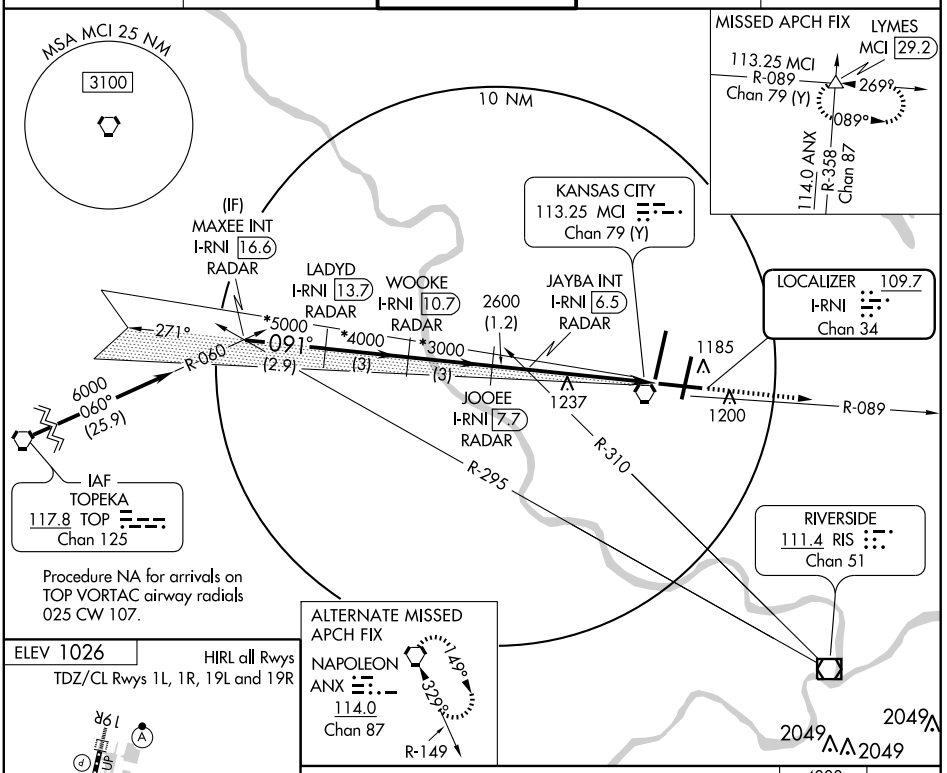
KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 9 Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-ILS 9. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

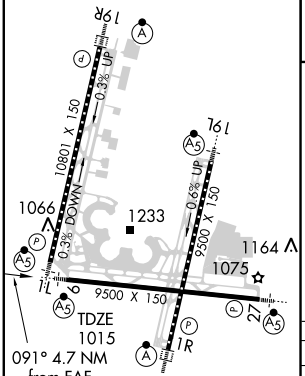
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

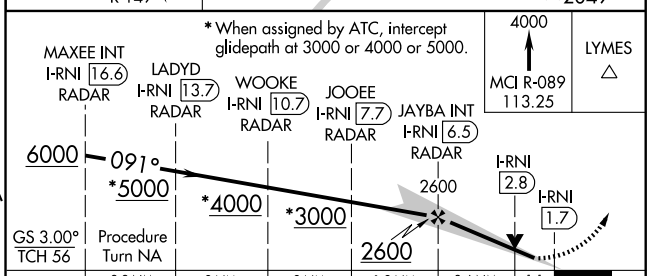


ELEV 1026

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19L and 19R





CATEGORY	A	B	C	D
S-ILS 9	1265/40 250 (300-¾)			
S-LOC 9	1420/40 405 (400-¾)			
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-DYH	APP CRS	Rwy Idg	9500
109.55	188°	TDZE	994
Chan 32 (Y)		Apt Elev	1026

ILS or LOC RWY 19L

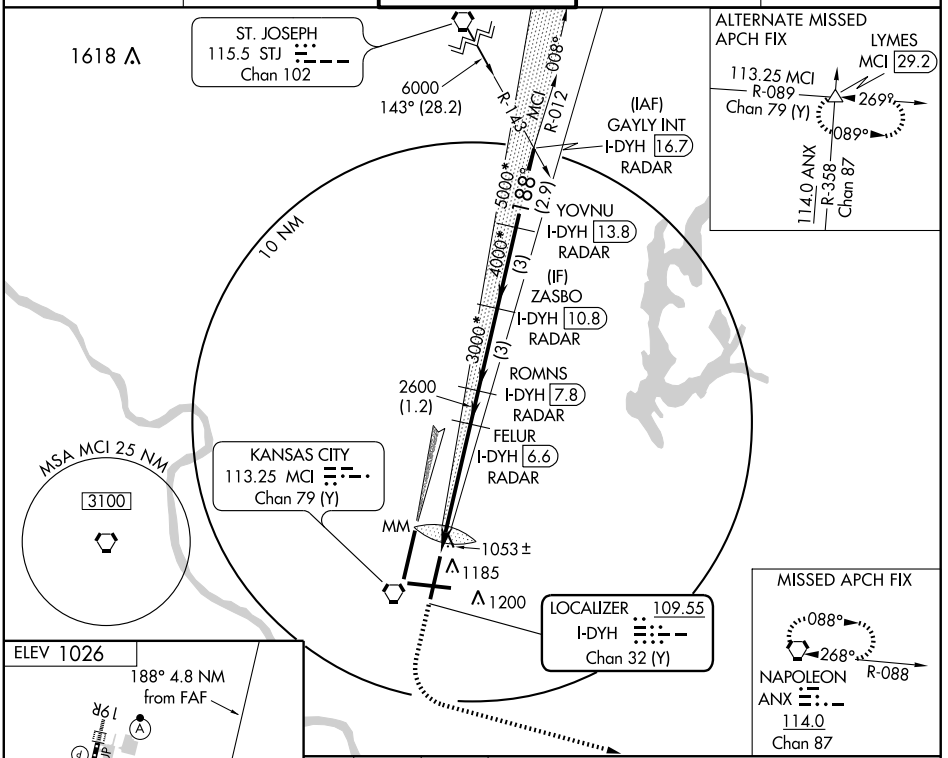
KANSAS CITY INTL (MCI)

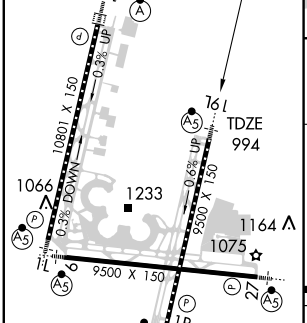
For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000.
Simultaneous approach authorized with Rwy 19R.
LOC procedures NA during simultaneous operations.
DME or RADAR required.

MALSR

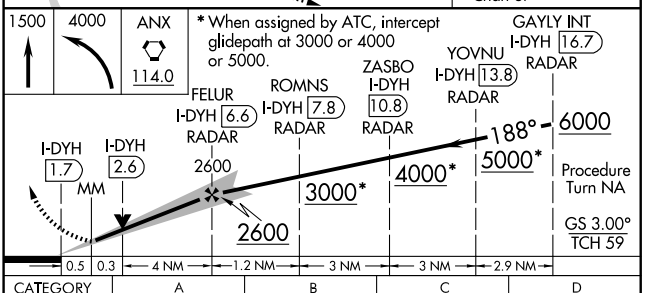
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 19L	1194/18 200 (200-½)			
S-LOC 19L	1300/24 306 (300-½)			1300/40 306 (300-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS or LOC RWY 19R

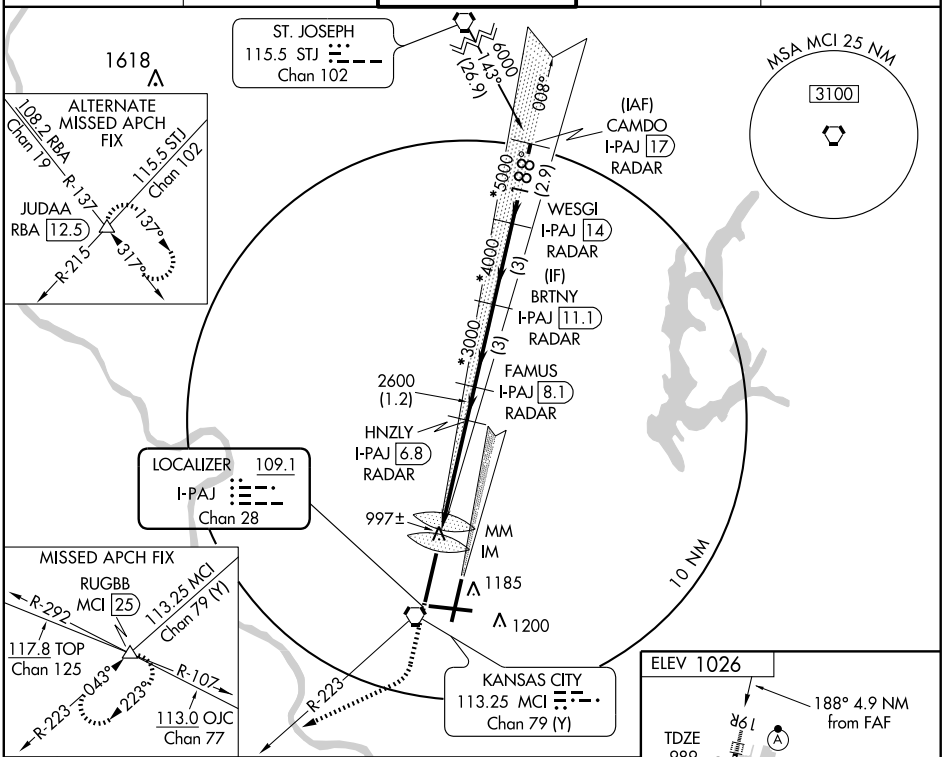
KANSAS CITY INTL (MCI)

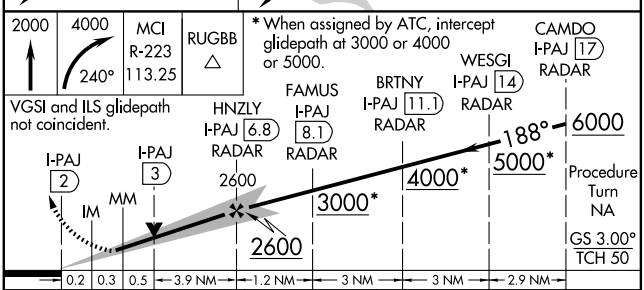
Simultaneous approach authorized with Rwy 19L.
DME or RADAR Required.
LOC procedure NA during simultaneous operations.

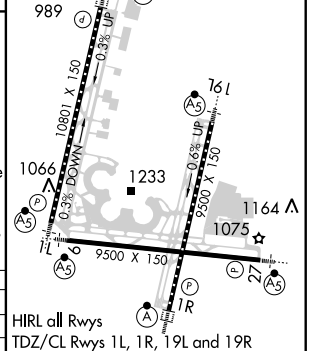
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
S-ILS 19R	1189/18 200 (200-½)			
S-LOC 19R	1360/24 371 (400-½)			1360/40 371 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-UQY	APP CRS	Rwy Idg	9500
109.7	271°	TDZE	1026
Chan 34		Apt Elev	1026

ILS or LOC RWY 27

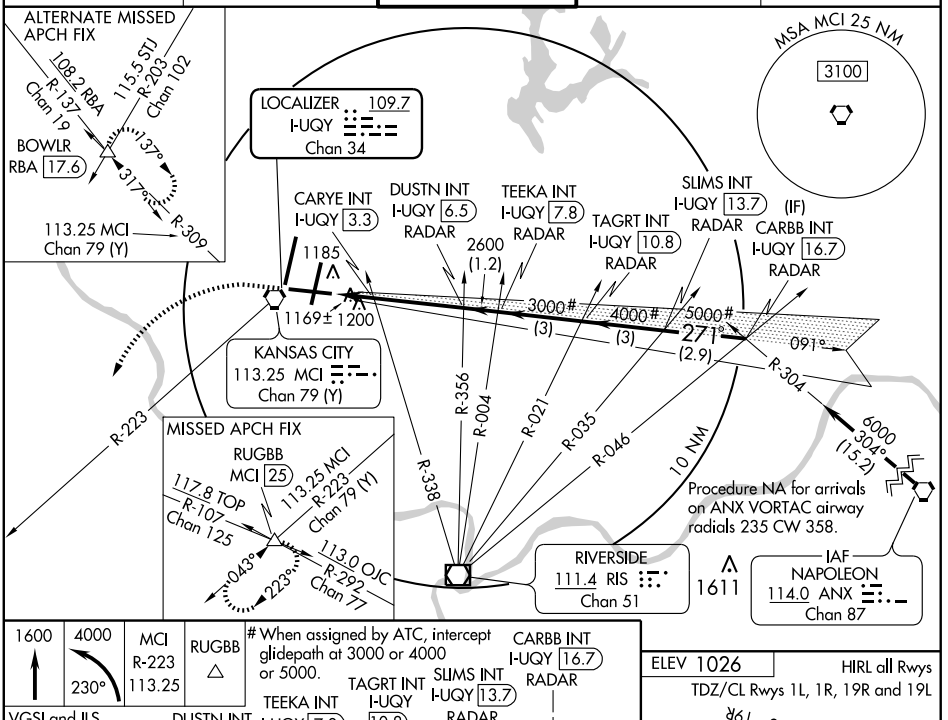
KANSAS CITY INTL (MCI)

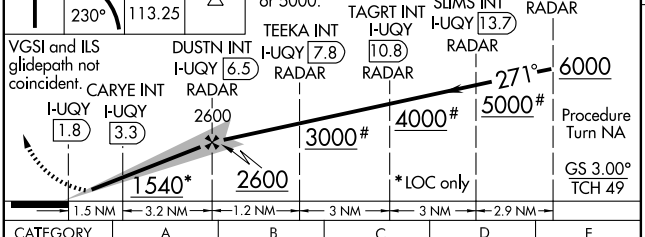
**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1¾ mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

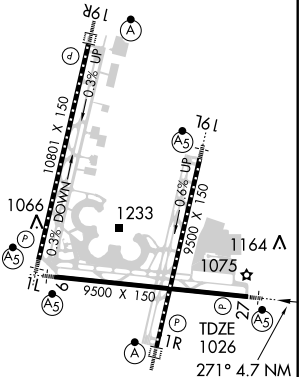




CATEGORY	A	B	C	D	E
S-ILS 27	**1226/24 200 (200-½)				1226/24 200 (200-½)
S-LOC 27	1540/24 514 (600-½)		1540/50 514 (600-1)	1540/60 514 (600-1¼)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	
CARYE FIX MINIMUMS					
S-LOC 27	1440/24 414 (500-½)		1440/40 414 (500-¾)		1440/50 414 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

ELEV 1026 HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19R and 19L



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS RWY 1R (CAT II)
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX
LYMES
MCI 29.2
113.25 MCI
R-089
Chan 79 (Y)
269°
089°
114.0 ANX
R-358
Chan 87

MISSED APCH FIX
088°
268°
NAPOLEON
ANX
114.0
Chan 87
R-088

LOCALIZER 110.75
I-PVL
Chan 44 (Y)

KANSAS CITY
113.25 MCI
Chan 79 (Y)

1185
1200
IM
MM
1033±

RIBBS INT
I-PVL 6.5
RADAR

2600
(1.2)

SMOKE INT
I-PVL 7.7
RADAR

10 NM

R-295
R-304

(IF)
TERKY INT
I-PVL 10.7
RADAR

*3000
(3)
R-272

RIVERSIDE
111.4 RIS
Chan 51

BARBQ INT
I-PVL 13.7
RADAR

*4000
(3)
R-251

2049

MSA MCI 25 NM
3100

(IAF)
SPICY INT
I-PVL 16.6
RADAR

*5000
(2.9)
R-236

2049 2049 2049 2049

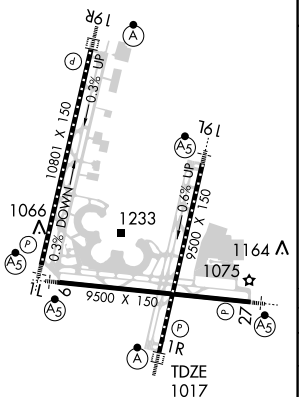
6000
336° (48)

188°

BUTLER
115.9 BUM
Chan 106

2049

ELEV 1026
TDZ/CL Rwys 1L, 1R, 19L and 19R
HIRL all Rwys



SPICY INT
I-PVL 16.6
RADAR

BARBQ INT
I-PVL 13.7
RADAR

TERKY INT
I-PVL 10.7
RADAR

SMOKE INT
I-PVL 7.7
RADAR

RIBBS INT
I-PVL 6.5
RADAR

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

1500 4000 ANX

VGSI and ILS glidepath not coincident.

6000
008°
*5000
*4000
*3000
2600

DH
RA 112
MM
IM
1017
MSL

Procedure Turn NA
GS 3.00°
TCH 59

2.9 NM | 3 NM | 3 NM | 1.2 NM | 4.3 NM | 1868' | 792' | 1126'

CATEGORY	A	B	C	D
S-ILS 1R	RA 112/12 100 DA 1117			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS RWY 1R (CAT III)
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX
LYMES
MCI 29.2
113.25 MCI
R-089
Chan 79 (Y)
269°
089°
114.0 ANX
R-358
Chan 87

MISSED APCH FIX
088°
268°
NAPOLEON
ANX
114.0
Chan 87
R-088

LOCALIZER 110.75
I-PVL
Chan 44 (Y)

KANSAS CITY
113.25 MCI
Chan 79 (Y)

10 NM

1185
1200
IM
MM
1033±

RIBBS INT
I-PVL 6.5
RADAR
2600
(1.2)

SMOKE INT
I-PVL 7.7
RADAR

(IF)
TERKY INT
I-PVL 10.7
RADAR

BARBQ INT
I-PVL 13.7
RADAR

(IAF)
SPICY INT
I-PVL 16.6
RADAR

*3000 (3)
*4000 (3)
*5000 (2.9)
008°
R-295
R-304
R-272
R-251
R-236
188°

RIVERSIDE
111.4 RIS
Chan 51

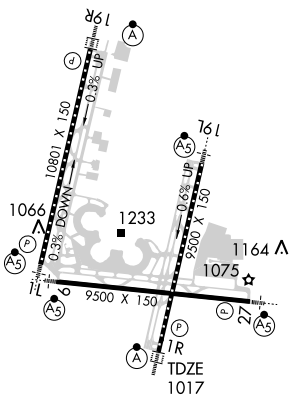
2049

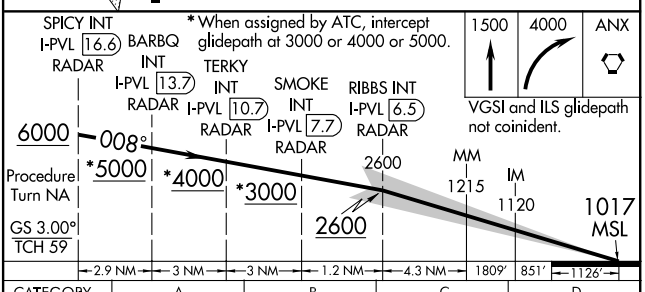
6000
336° (48)

BUTLER
115.9 BUM
Chan 106
2049

MSA MCI 25 NM
3100

ELEV 1026
TDZ/CL Rwys 1L, 1R, 19L and 19R
HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 1R	CAT IIIa RVR 07			
S-ILS 1R	CAT IIIb RVR 06			
S-ILS 1R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS RWY 19R (CAT II)

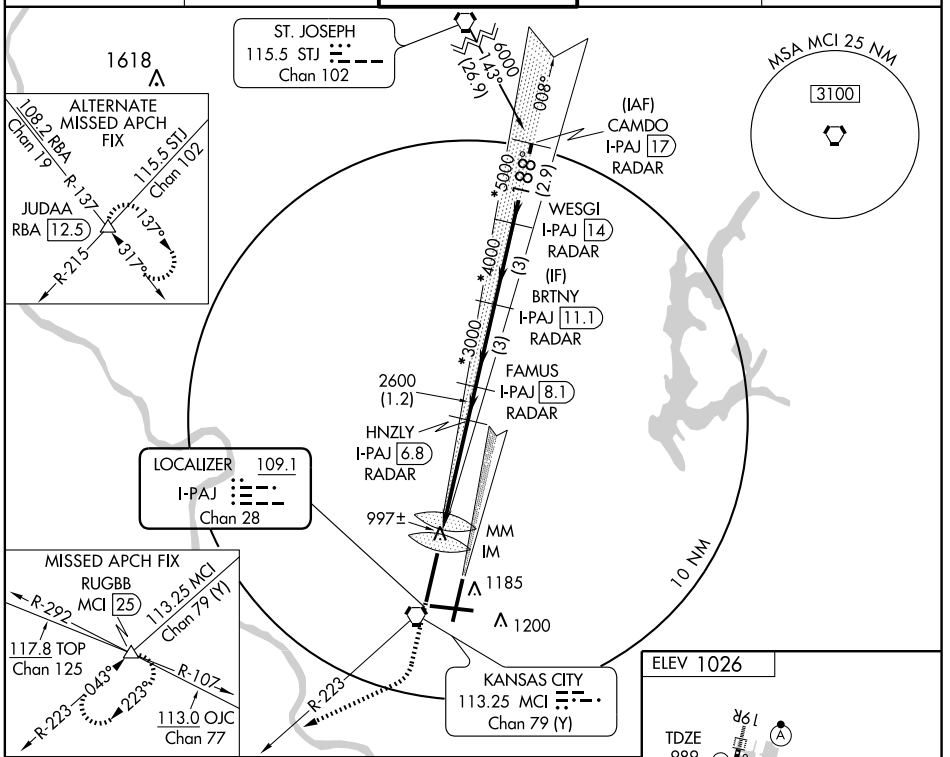
KANSAS CITY INTL (MCI)

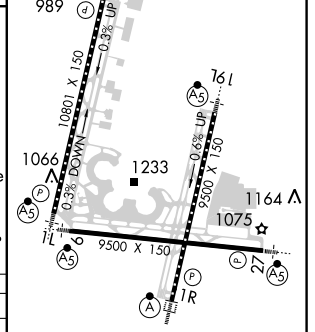
Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

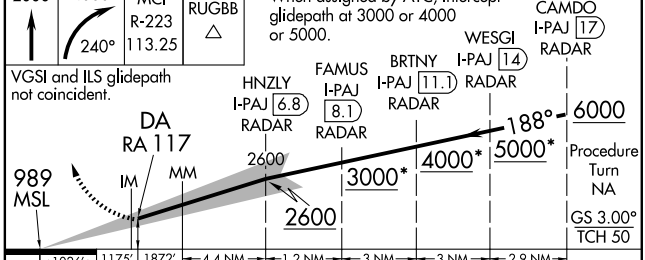




2000	4000	MCI R-223 113.25	RUGBB
	240°		

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.



CATEGORY	A	B	C	D
S-ILS 19R	RA 117/12 100 DA 1089			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS RWY 19R (CAT III)

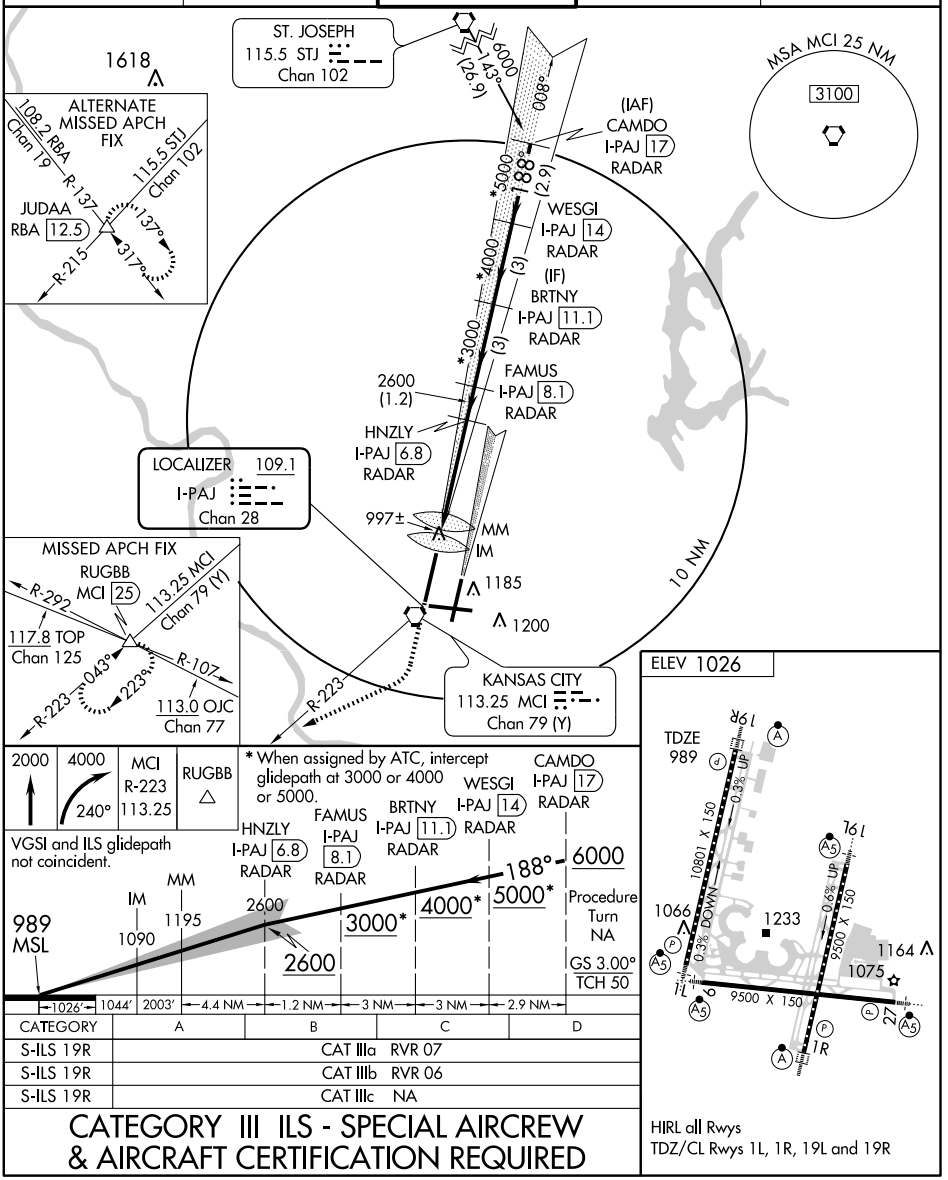
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



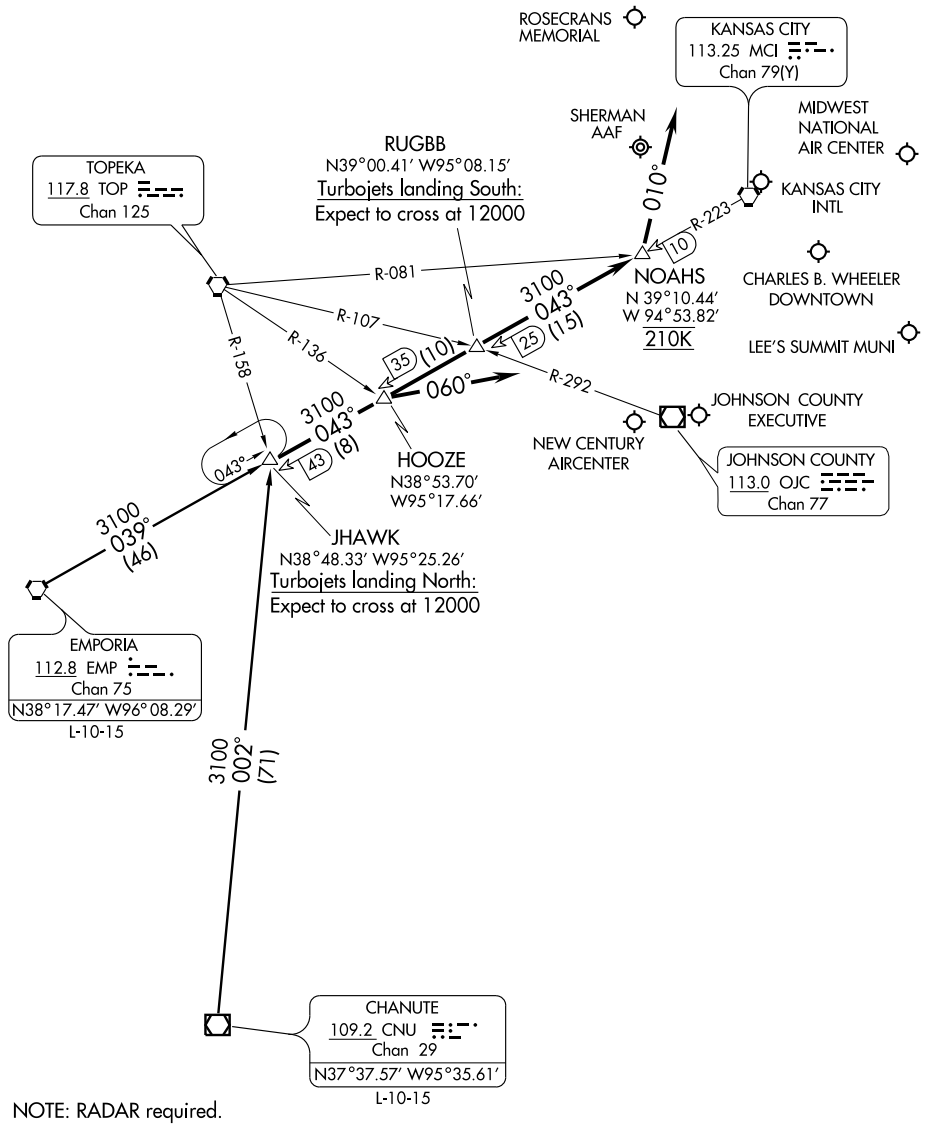
CATEGORY	A	B	C	D
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

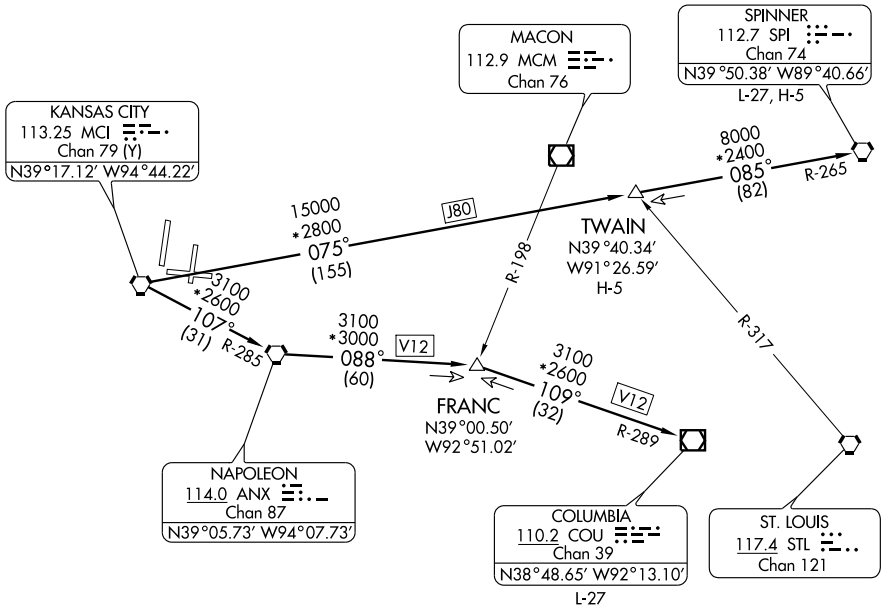
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1



TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

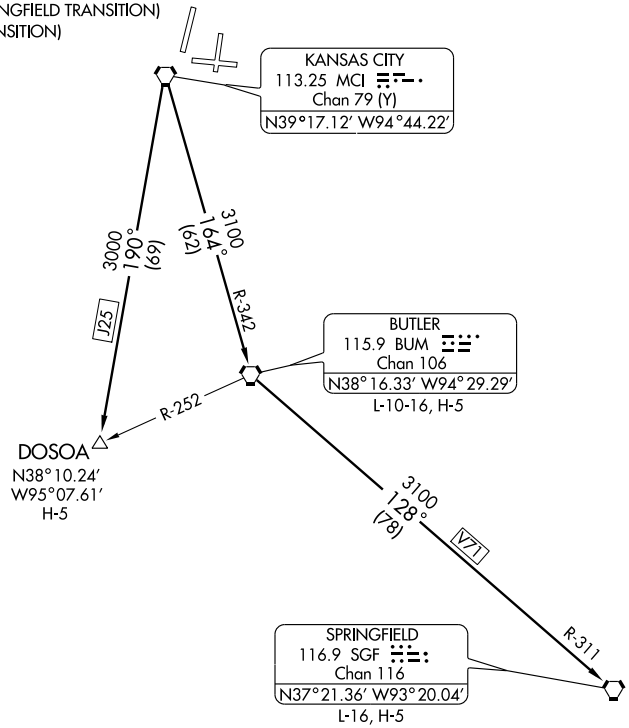
COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)
124.7 284.7 (DOSOA TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	10801
CH 42808	008°	TDZE	1011
W01B		Apt Elev	1026

RNAV (GPS) Y RWY 1L

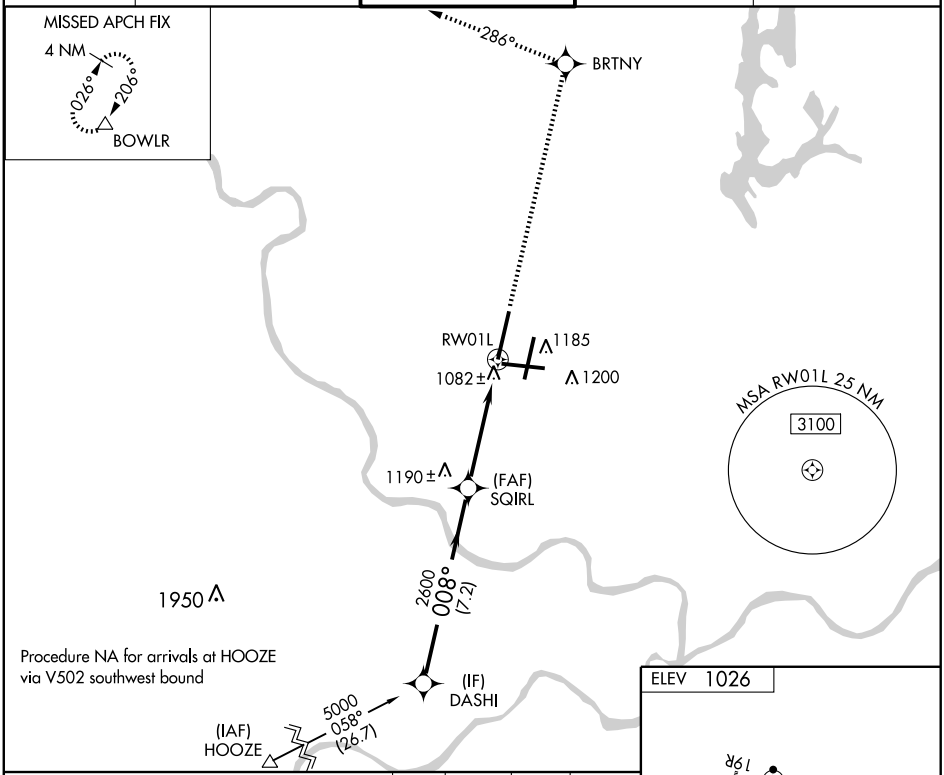
KANSAS CITY INTL (MCI)

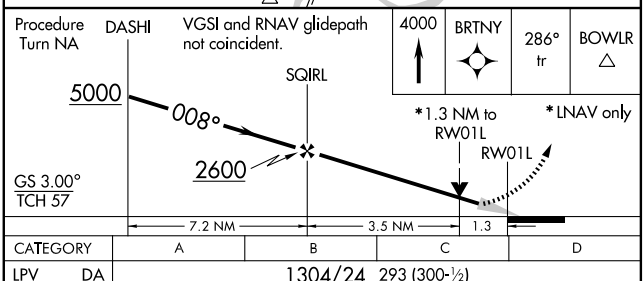
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

MALSR

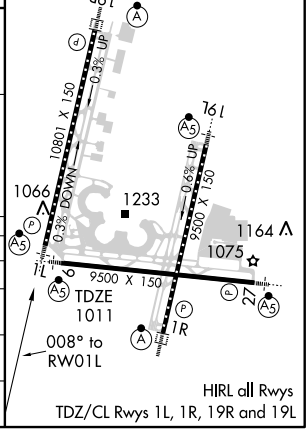
MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
LPV DA	1304/24 293 (300-½)			
LNAV/VNAV DA	1420/50 409 (400-1)			
LNAV MDA	1480/24 469 (500-½)		1480/40 469 (500-¾)	1480/50 469 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) Y RWY 1R

KANSAS CITY INTL (MCI)

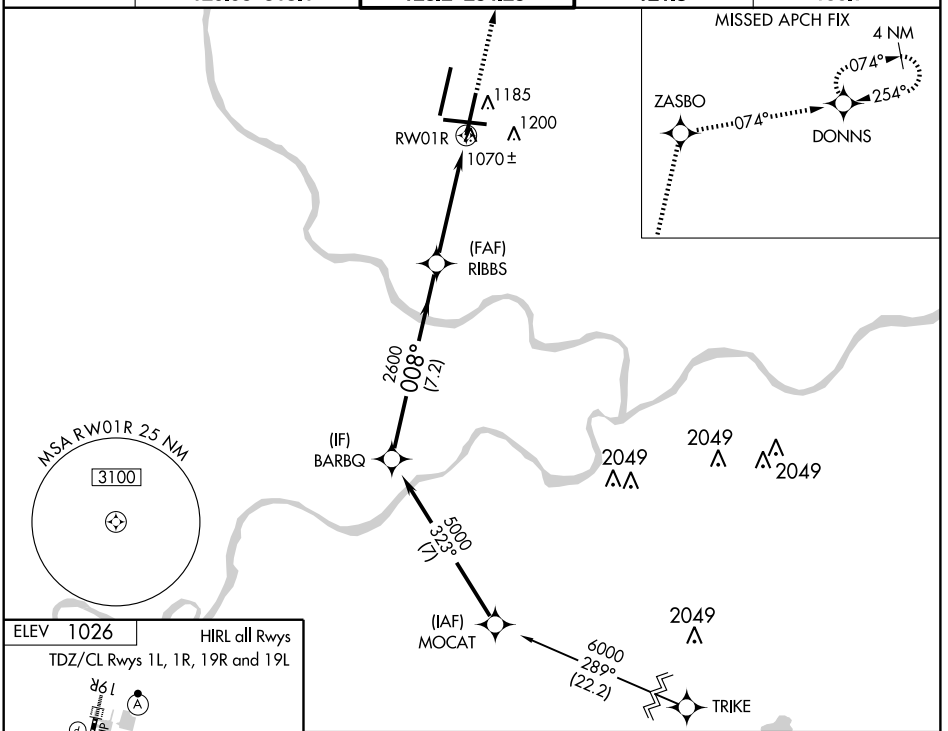
WAAS	APP CRS	Rwy Idg	9500
CH 58208	008°	TDZE	1017
W01A		Apt Elev	1026

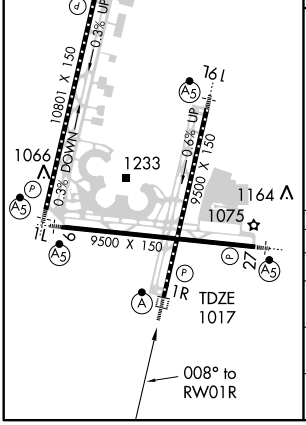
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DMD/DME RNP-0.3 NA.

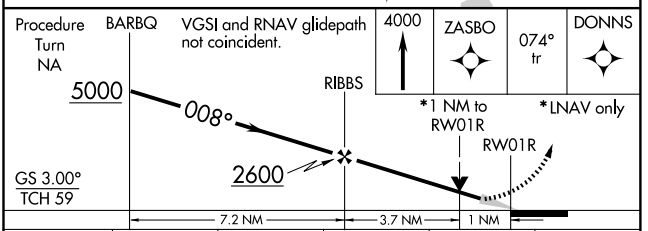
ALSF-2

MISSED APPROACH: Climb to 4000 direct ZASBO and via track 074° direct DONNS and hold

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
LPV DA	1267/24 250 (300-½)				
LNAV/VNAV DA	1326/24 309 (300-½)			1326/40 309 (300-¾)	
LNAV MDA	1400/24 383 (400-½)			1400/50 383 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9500
CH 56608	091°	TDZE	1015
W09A		Apt Elev	1026

RNAV (GPS) Y RWY 9

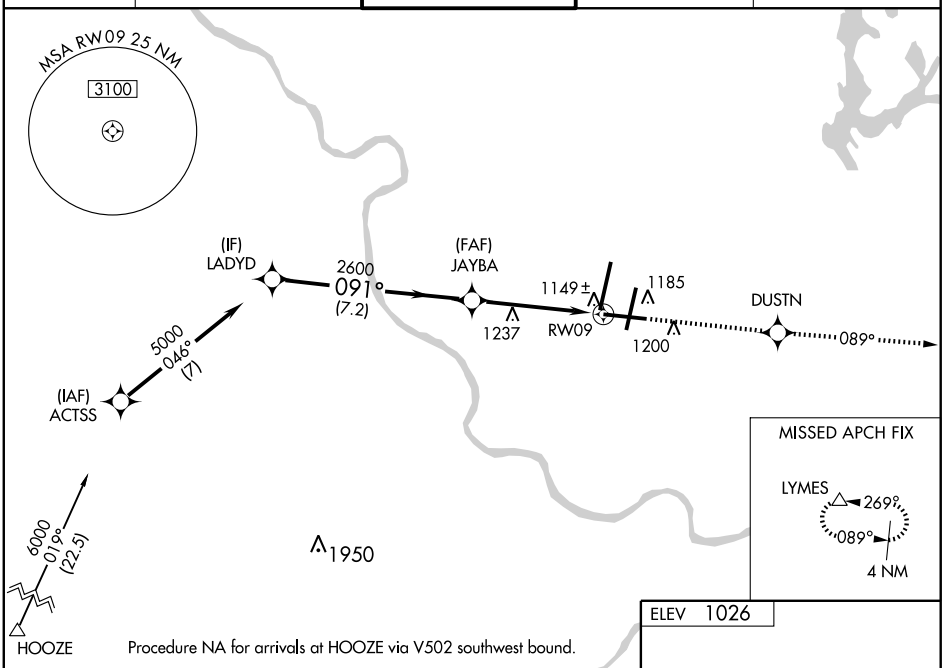
KANSAS CITY INTL (MCI)

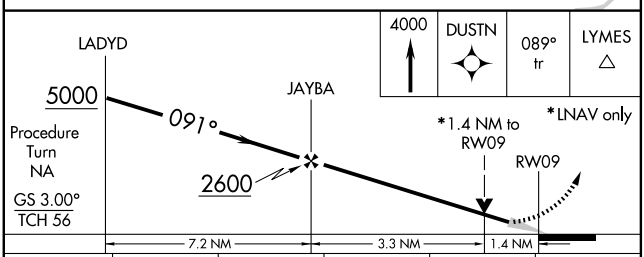
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA
For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1¾ mile.
Inoperative table does not apply to LPV and LNAV/VNAV.

MALSR

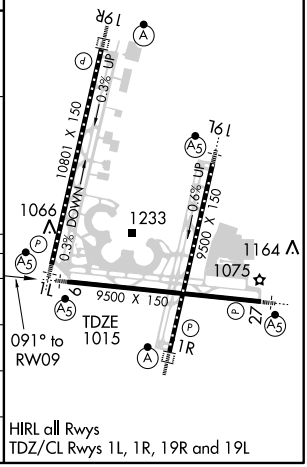
MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D	E
LPV DA	1315/50 300 (300-1)				
LNAV/VNAV DA	1419-1½ 404 (400-1½)				
LNAV MDA	1500/40 485 (500-¾)			1500/50 485 (500-1)	1500/60 485 (500-1¼)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9500
CH 82108	188°	TDZE	994
W19A		Apt Elev	1026

RNAV (GPS) Y RWY 19L

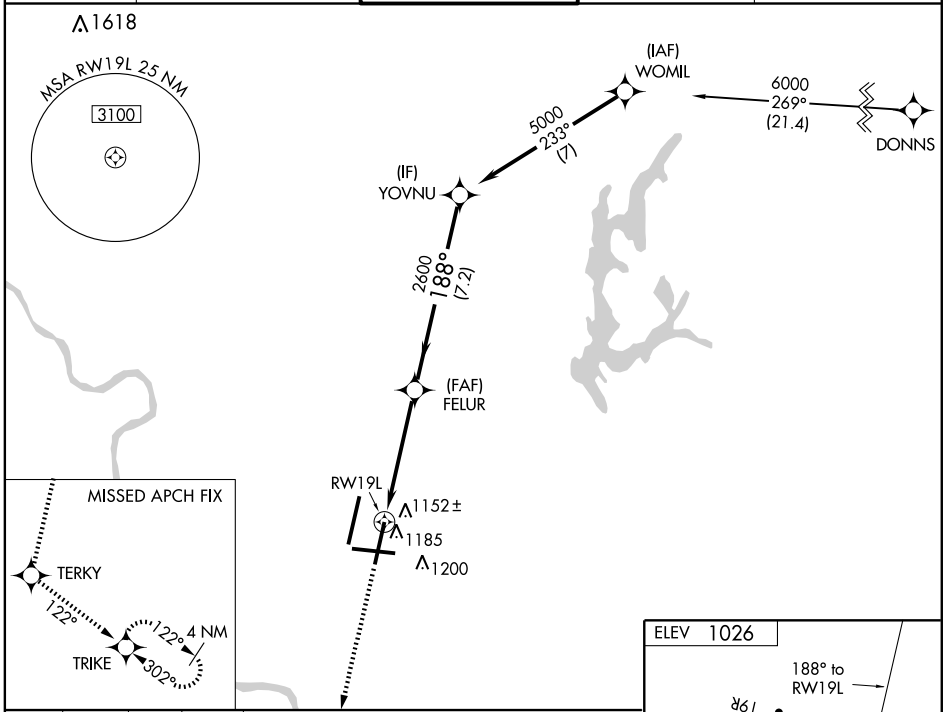
KANSAS CITY INTL (MCI)

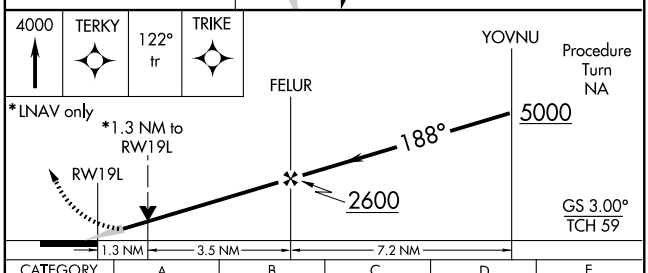
DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.

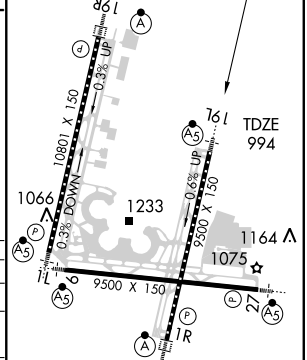
MALSR

MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

CATEGORY	A	B	C	D	E
LPV DA	1244/24 250 (300-½)				
LNAV/VNAV DA	1397/50 403 (400-1)				
LNAV MDA	1440/24 446 (500-½)		1440/40 446 (500-¾)	1440/50 446 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	10801
CH 72908	188°	TDZE	989
W19B		Apt Elev	1026

RNAV (GPS) Y RWY 19R

KANSAS CITY INTL (MCI)

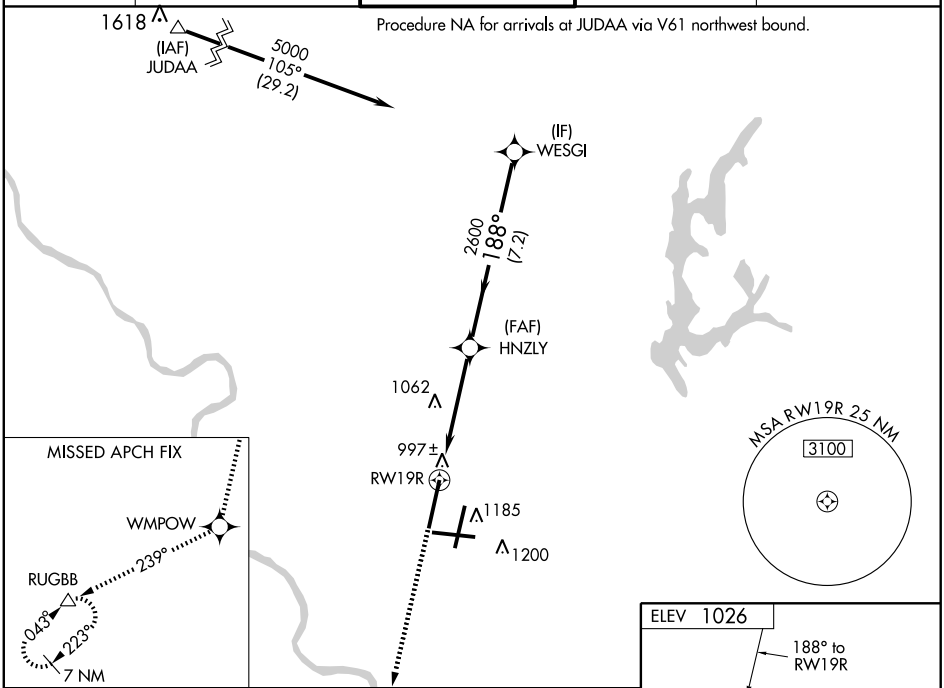
For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

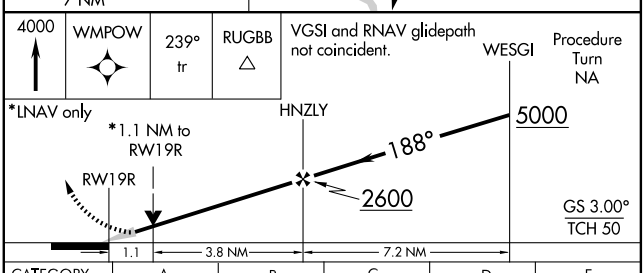
ALSF-2

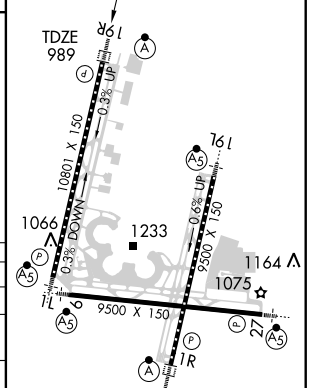
MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

Procedure NA for arrivals at JUDAA via V61 northwest bound.







CATEGORY	A	B	C	D	E
LPV DA	1239/24 250 (300-½)				
LNAV/VNAV DA	1260/24 271 (300-½)			1260/40 271 (300-¾)	
LNAV MDA	1380/24 391 (400-½)			1380/50 391 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg	9500
CH 82708	271°	TDZE	1026
W27A		Apt Elev	1026

RNAV (GPS) Y RWY 27

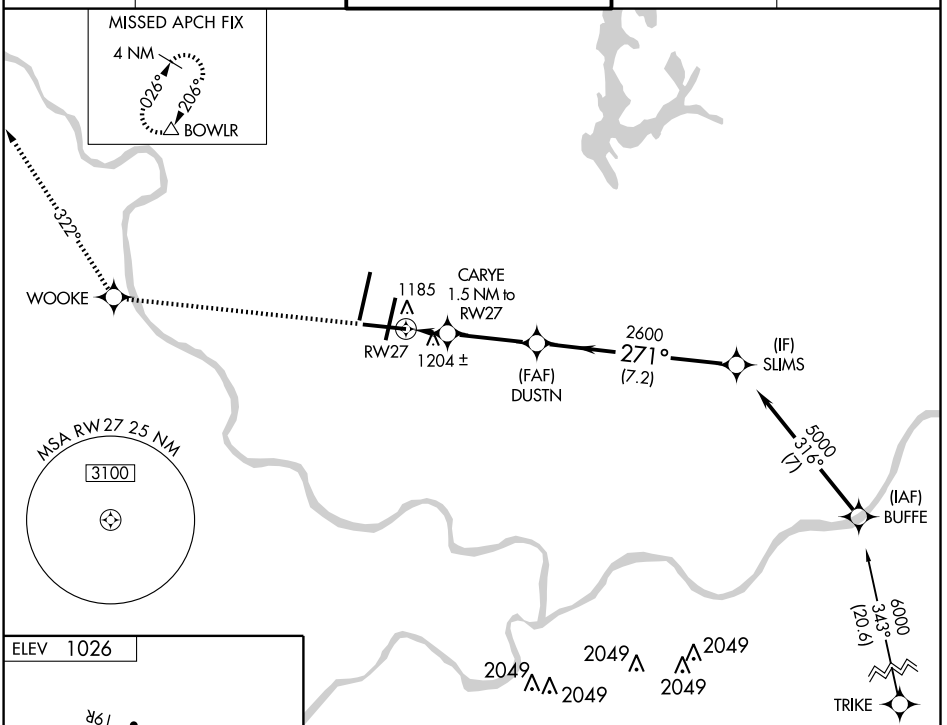
KANSAS CITY INTL (MCI)

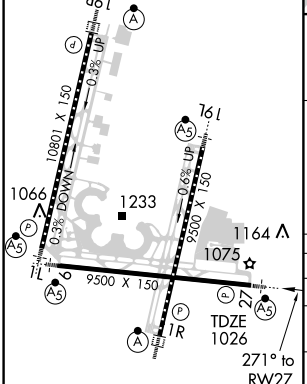
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

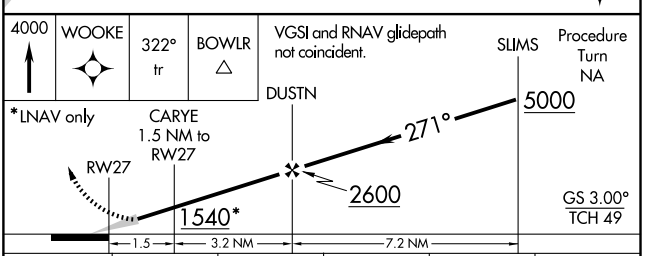
MALSR

MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
LPV DA	1276/24 250 (300-½)				
LNAV/VNAV DA	1495/60 469 (500-1¼)				
LNAV MDA	1460/24 434 (500-½)		1460/40 434 (500-¾)	1460/50 434 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS		
008°	Rwy Idg	10801
	TDZE	1011
	Apt Elev	1026

RNAV (RNP) Z RWY 1L

KANSAS CITY INTL (MCI)

T
NA

For inoperative MALSR, increase RNP 0.19 visibility to RVR 4000, and RNP 0.30 visibility to RVR 6000. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (116°F).
*Missed approach requires minimum climb of 375 feet per NM to 1600.

MALSR

MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

MISSED APCH FIX

4 NM 026° 206° BOWLR

286° (25.2) BRTNY

008° (10.9)

RW01L 1185 1082± 1200

008° (4.8)

(FAF) SQIRL

MSA RW01L 25 NM 3100

2600 008° (7.2)

1950

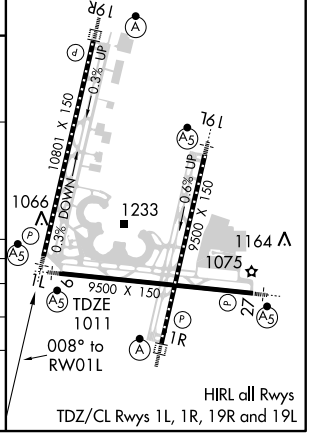
Procedure NA for arrivals at HOOZE via V502 southwest bound

(IF) DASHI

5000 058° (26.7)

(IAF) HOOZE

ELEV 1026

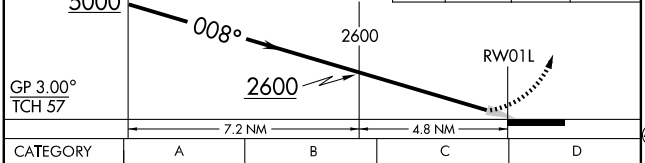


HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

Procedure Turn NA

VGSI and RNAV glidepath not coincident.

4000	BRTNY	286° tr	BOWLR
008°			



CATEGORY	A	B	C	D
RNP 0.19 DA*	1261/24 250 (300-½)			
RNP 0.30 DA	1371/40 360 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9500
008°	TDZE	1016
	Apt Elev	1026

RNAV (RNP) Z RWY 1R

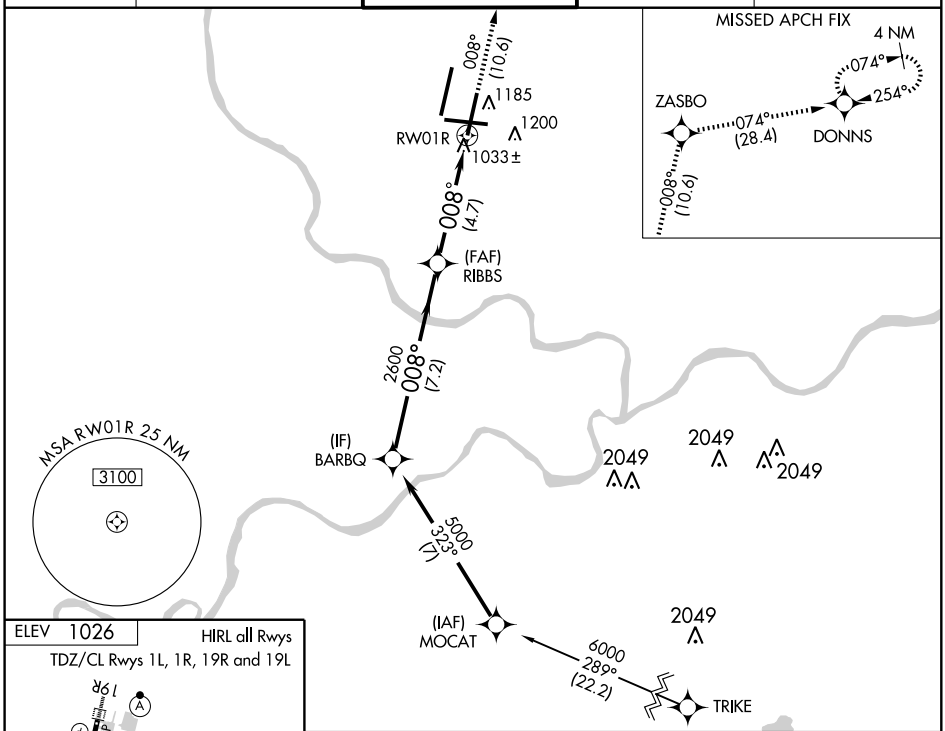
KANSAS CITY INTL (MCI)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

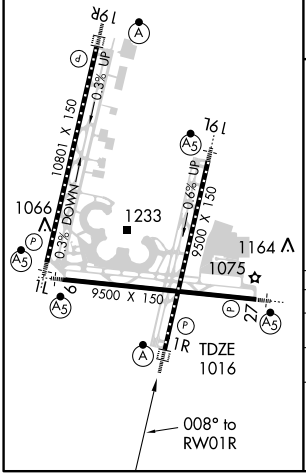
ALSF-2

MISSED APPROACH: Climb to 4000 via track 008° to ZASBO and via track 074° to DONNS and hold

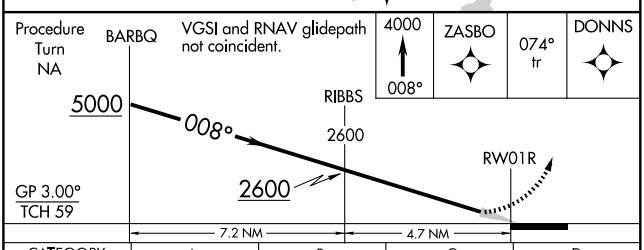
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



ELEV 1026 HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L



Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.15 DA	1285/24	268 (300-½)		
RNP 0.30 DA	1324/24	307 (300-½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9500
091°	TDZE	1015
	Apt Elev	1026

RNAV (RNP) Z RWY 9

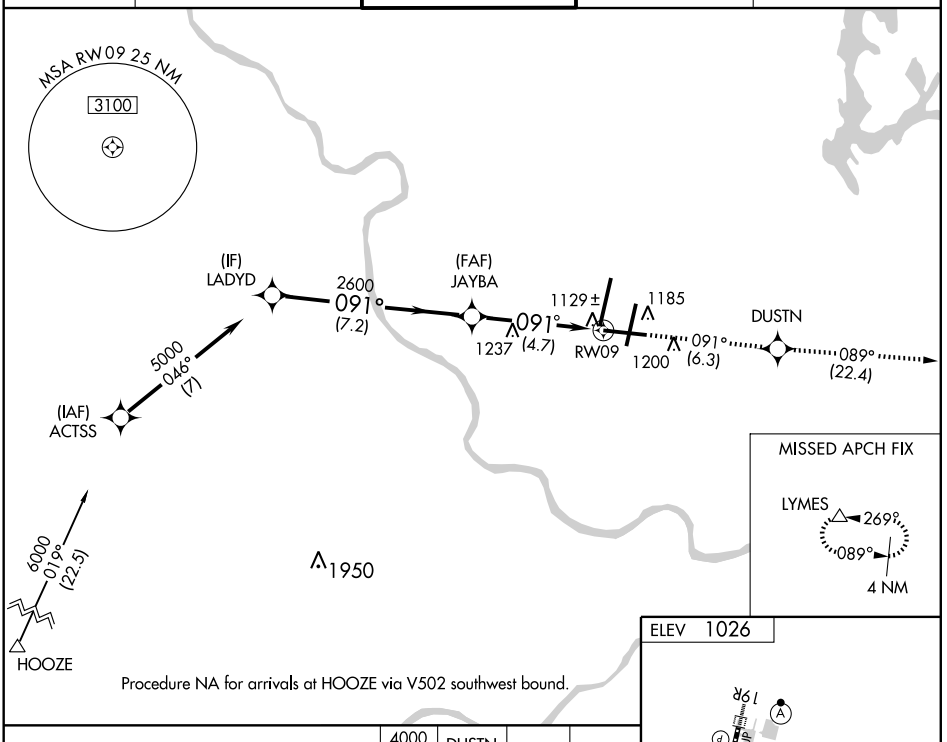
KANSAS CITY INTL (MCI)

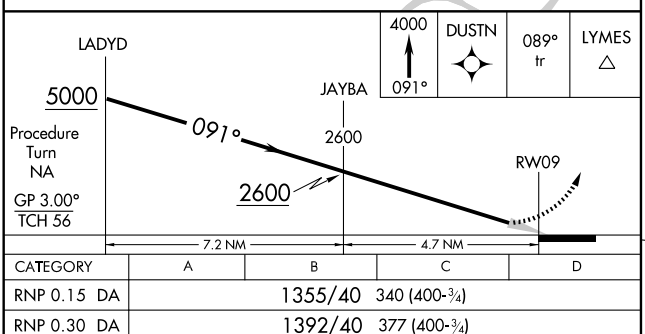
GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

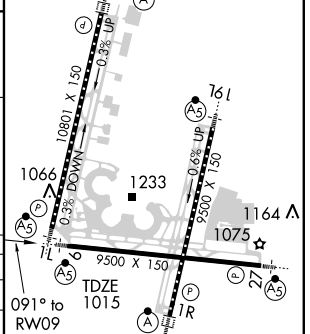
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.15 DA	1355/40	340 (400-¾)		
RNP 0.30 DA	1392/40	377 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9500
188°	TDZE	994
	Apt Elev	1026

RNAV (RNP) Z RWY 19L

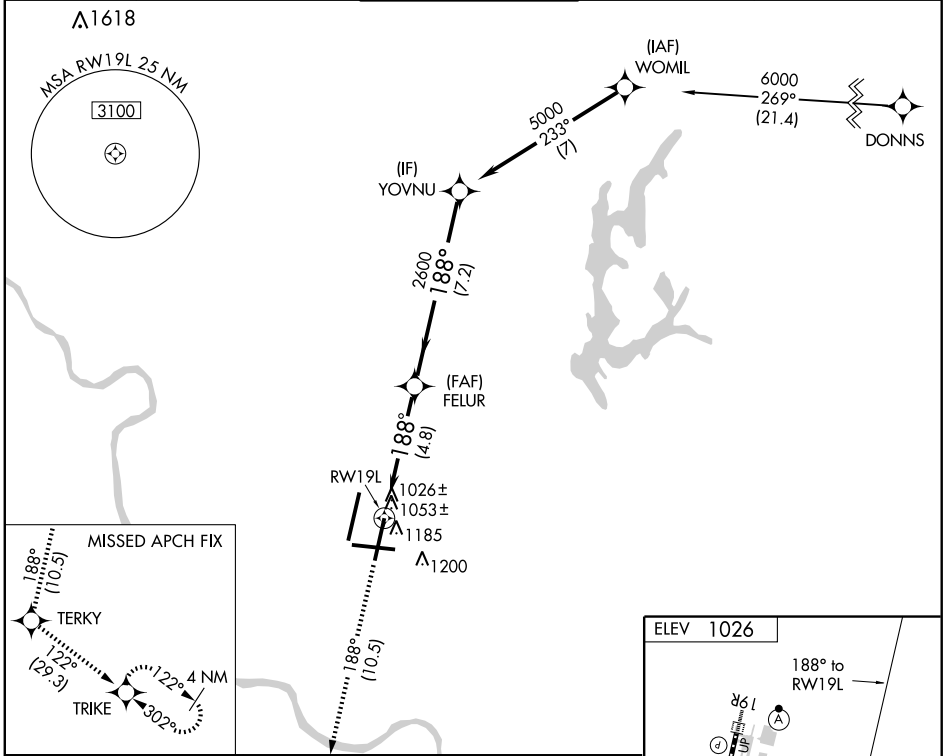
KANSAS CITY INTL (MCI)

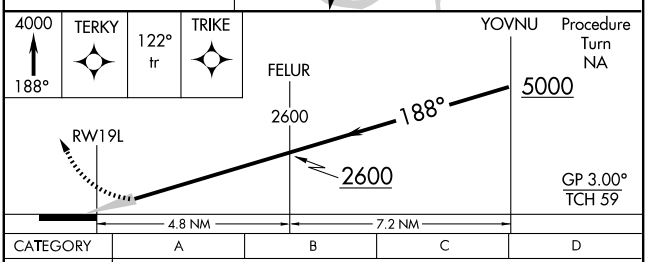
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F).
For inoperative MALSR increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.

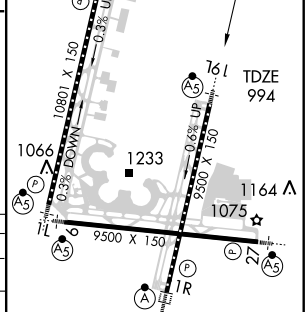
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.15 DA	1302/40 308 (300-¾)			
RNP 0.30 DA	1417/50 423 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	10801
188°	TDZE	989
	Apt Elev	1026

RNAV (RNP) Z RWY 19R

KANSAS CITY INTL (MCI)

GPS required.
NA
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 46°C (114°F).
For inoperative ALSF, increase RNP 0.15 and 0.30 visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 4000 via 188° track to WMPOW and via 239° track to RUGBB and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

Procedure NA for arrivals at JUDAA via V61 northwest bound.

1618
(IAF) JUDAA
5000
105° (29.2)
(IF) WESGI
2600
188° (7.2)
(FAF) HNZLY
188° (4.9)
RW19R
1185
1200
188° (10.8)

MISSED APCH FIX
188° (10.8)
WMPOW
239° (19)
RUGBB
043°
223°
7 NM

MSA RW19R 25 NM
3100

4000 188°	WMPOW	239° tr	RUGBB	VGSI and RNAV glidepath not coincident.	WESGI	Procedure Turn NA

HNZLY
2600
188°
5000
RW19R
2600
GP 3.00°
TCH 50
4.9 NM
7.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	1239/24	250 (300-½)		
RNP 0.30 DA	1275/24	286 (300-½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1026
188° to RW19R
TDZE 989
19R
0.3% UP
10801 X 150
0.3% DOWN
1066
1233
0.6% UP
9500 X 150
1164
1075
16L
9500 X 150
1L
19L
27
1R

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	9500
271°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 27

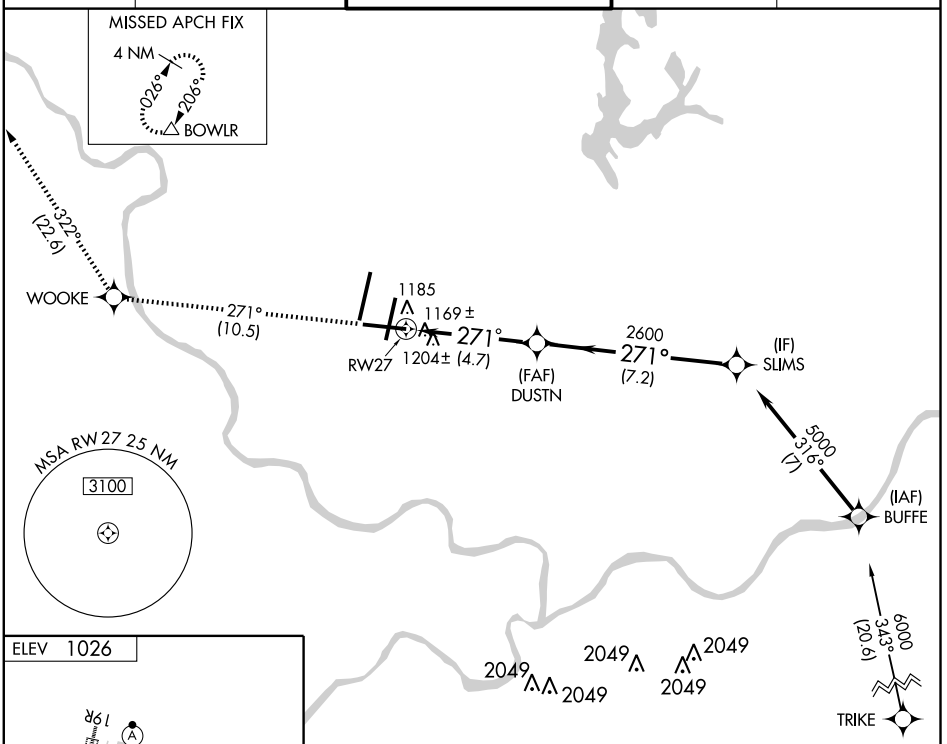
KANSAS CITY INTL (MCI)

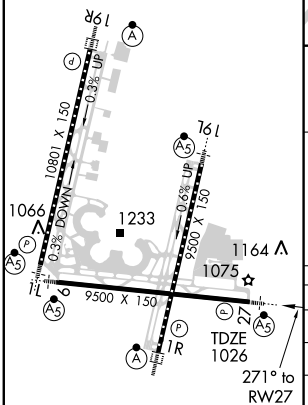
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

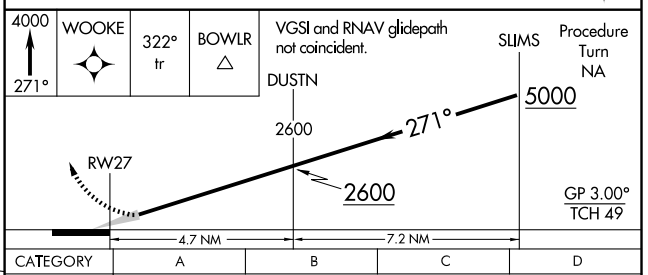
MALSR

MISSED APPROACH: Climb to 4000 via 271° track to WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
RNP 0.15 DA	1414/40 388 (400-¾)			
RNP 0.30 DA	1492/60 466 (500-1¼)			

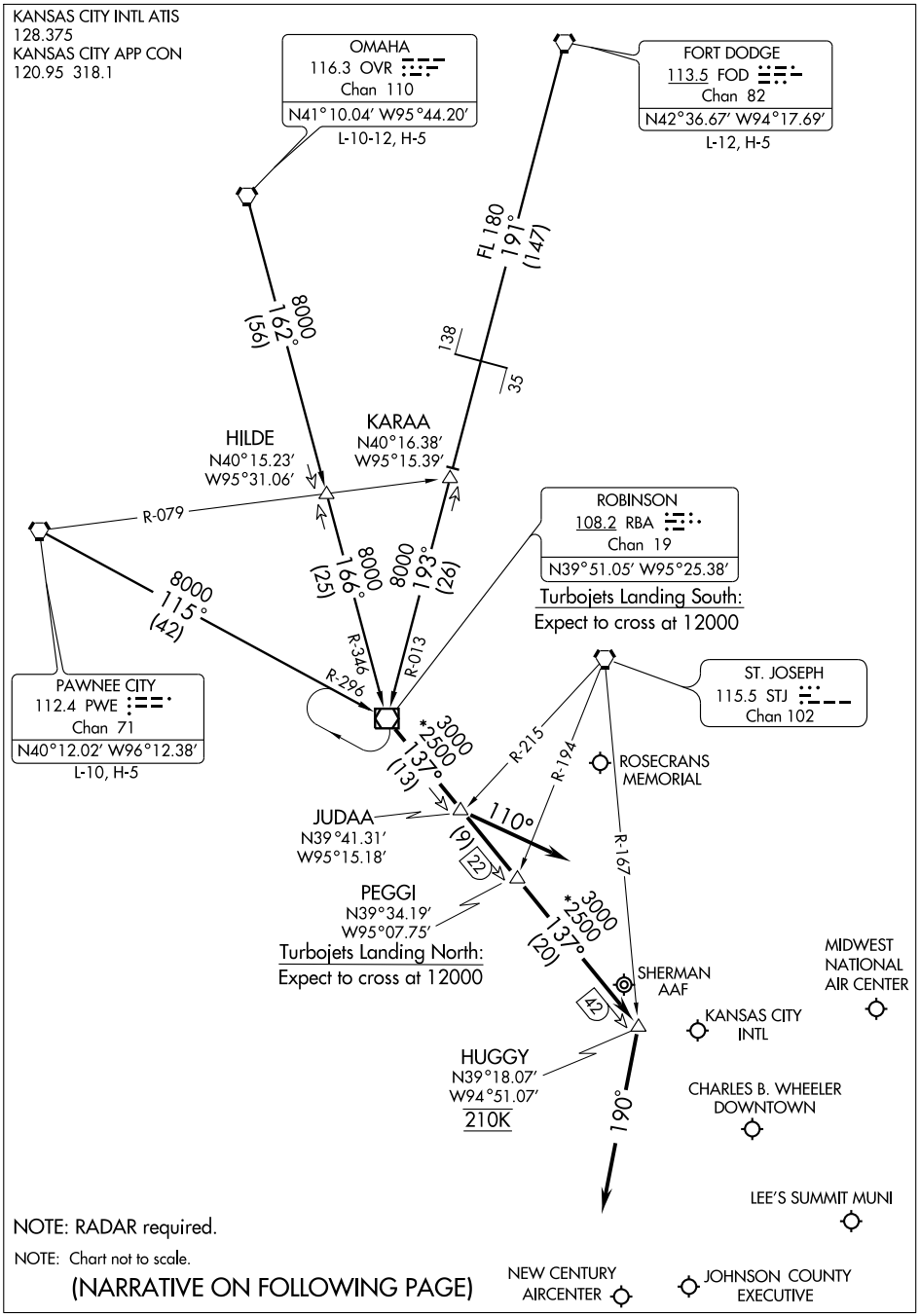
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

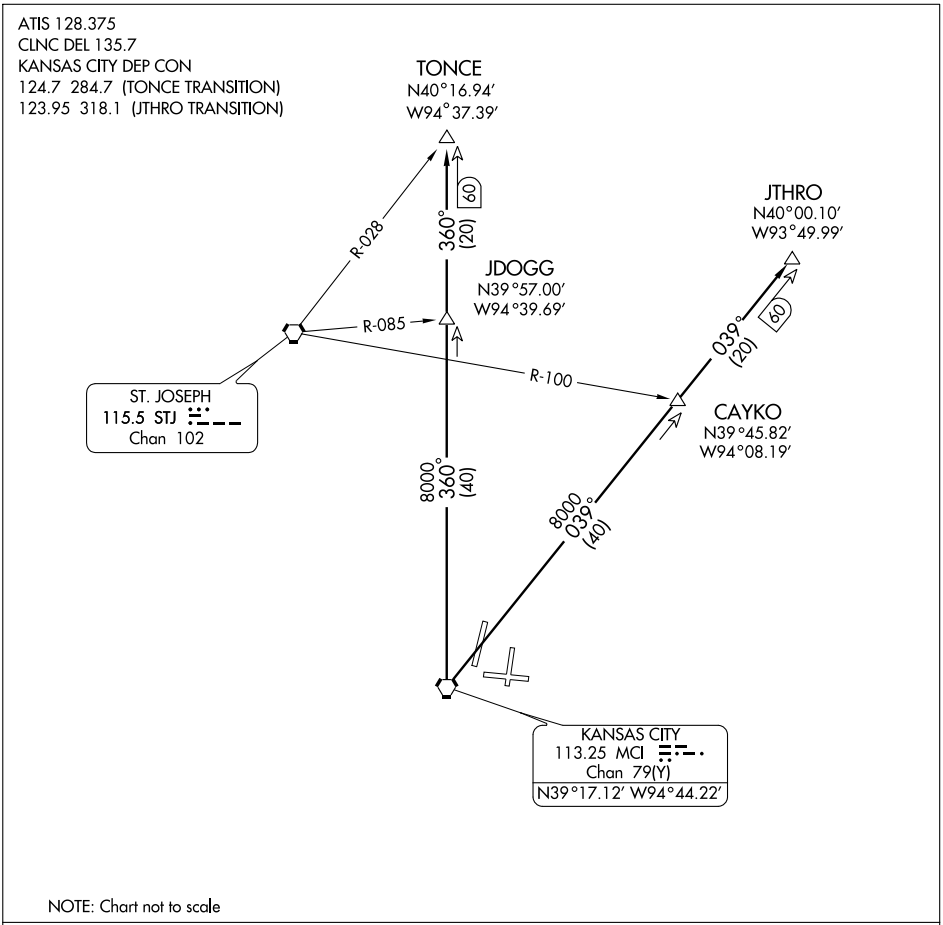
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

ROYAL THREE DEPARTURE

SL-780 (FAA)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

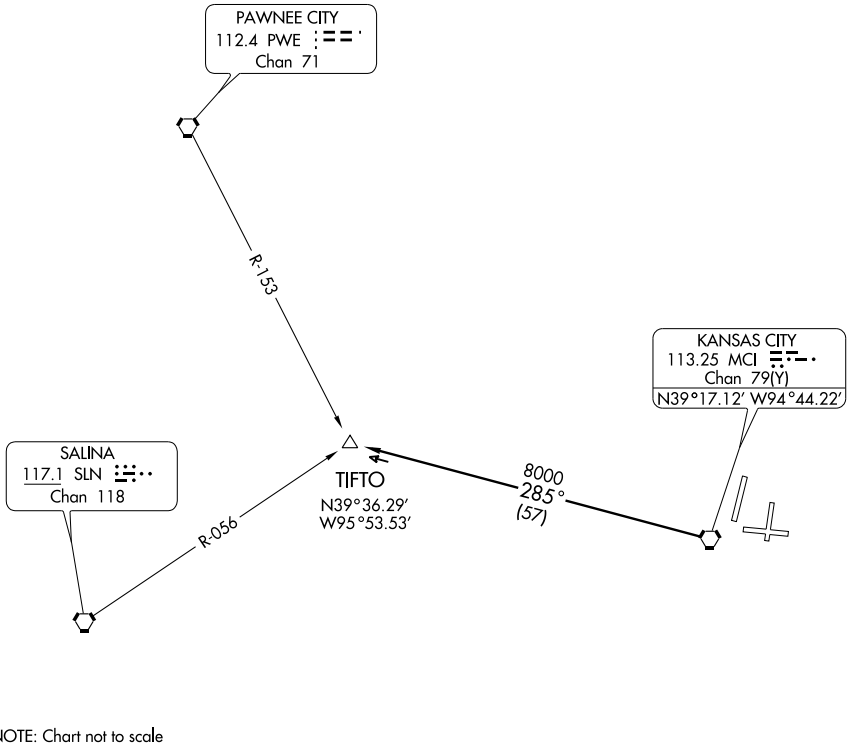
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



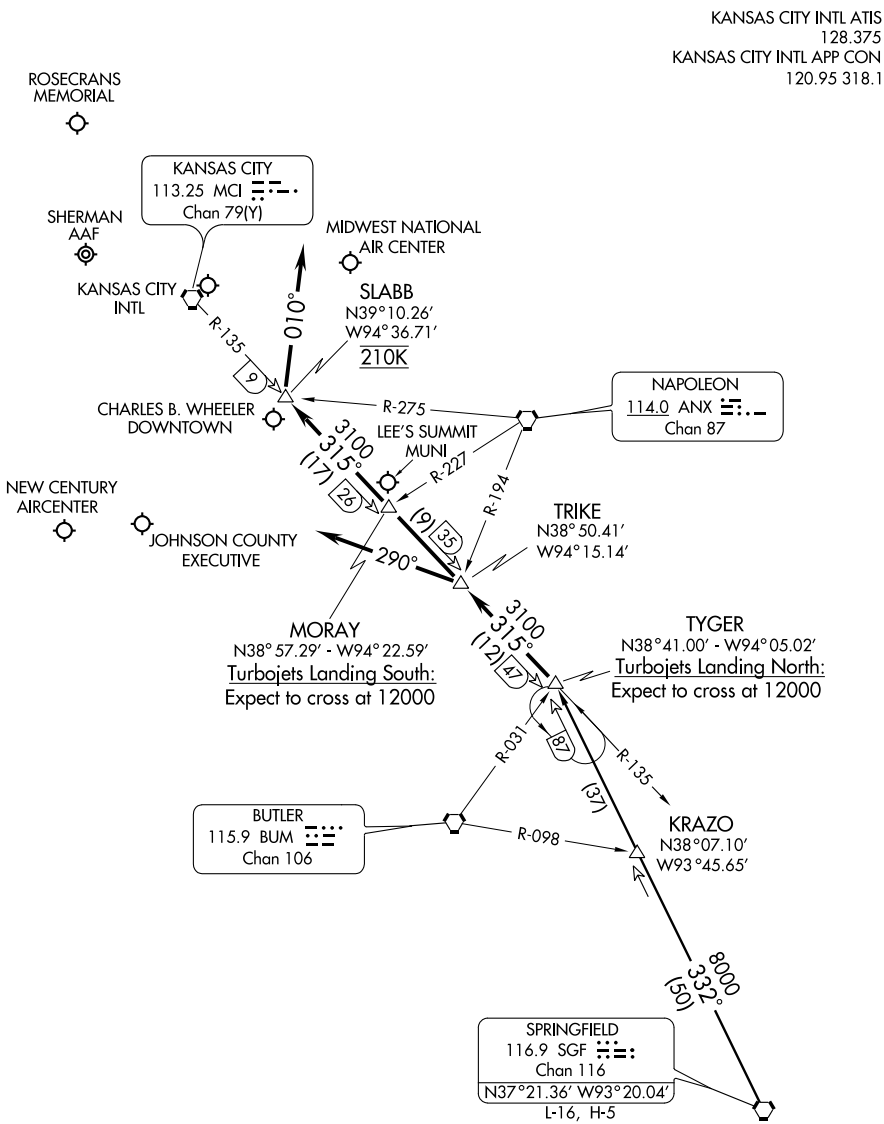
NOTE: Chart not to scale

NC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

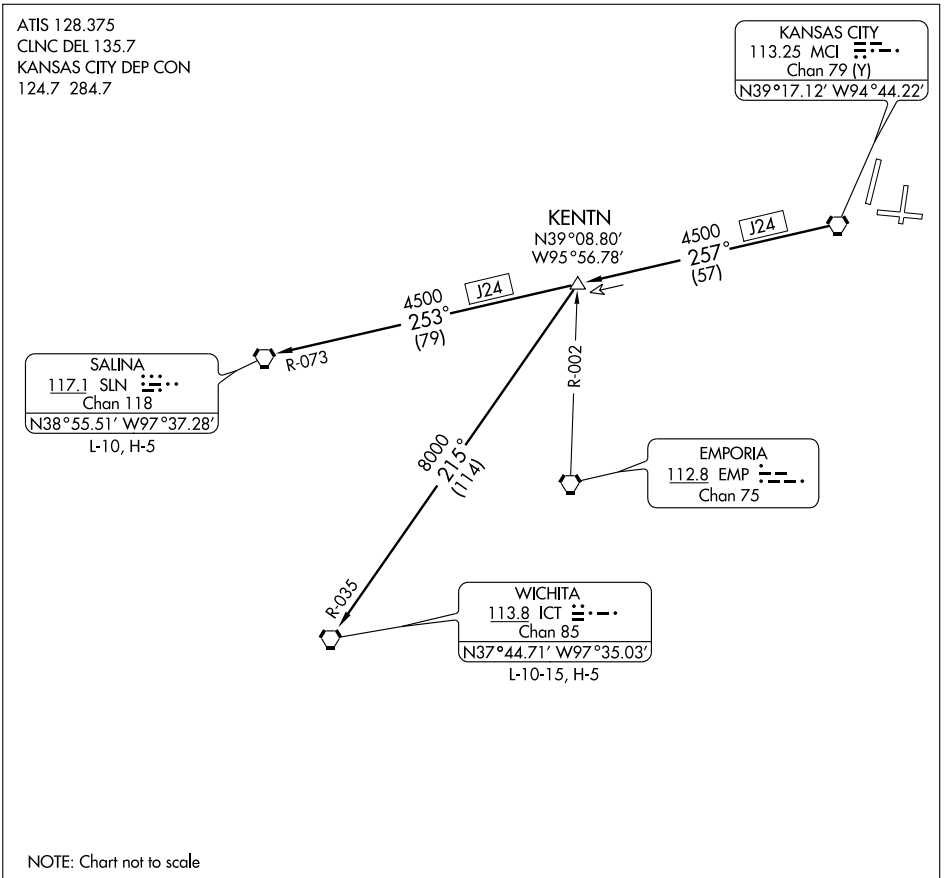
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

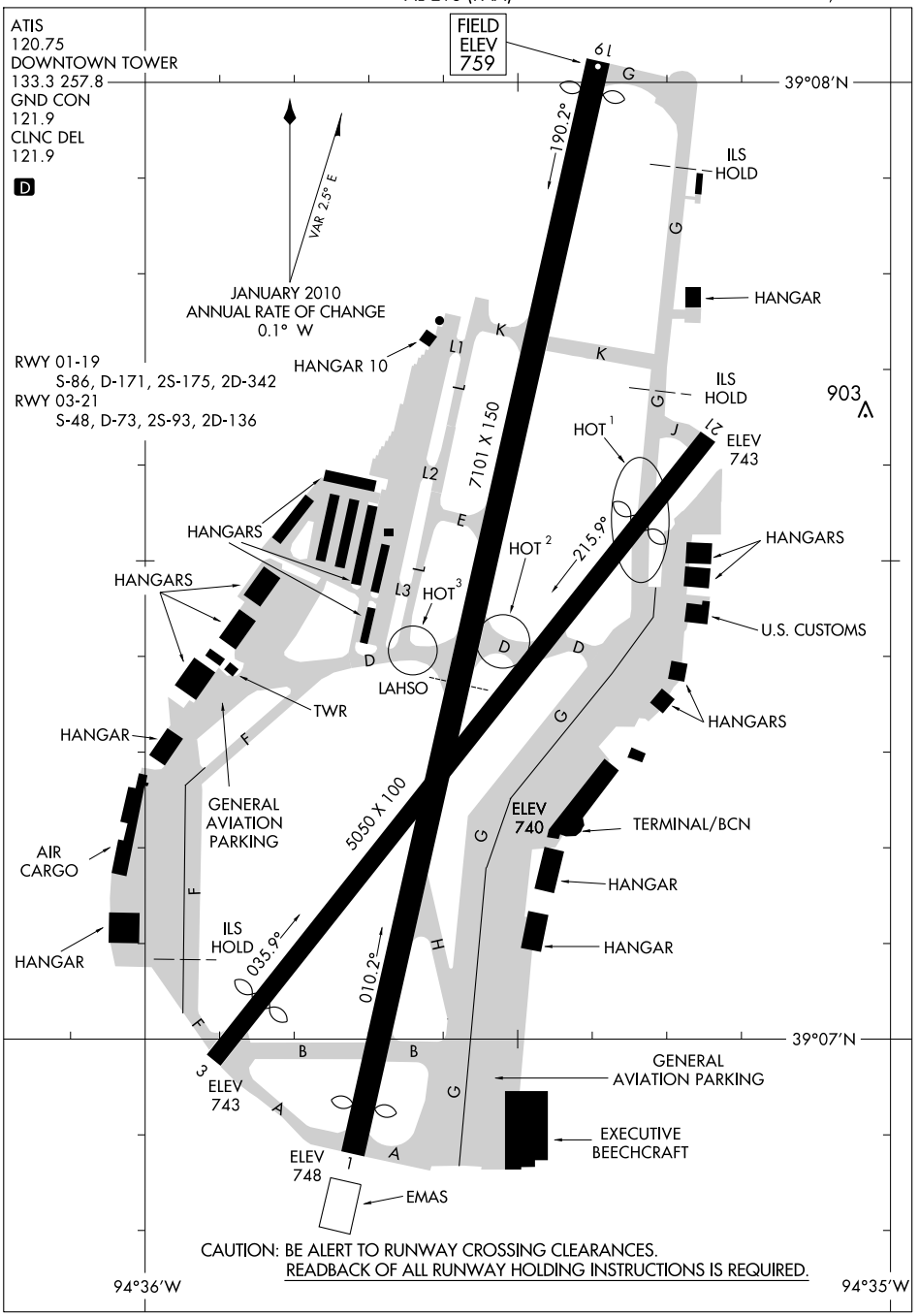
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
AL-213 (FAA)
KANSAS CITY, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

KANSAS CITY, MISSOURI
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

10210

KANSAS CITY

CHARLES B. WHEELER DOWNTOWN (MKC) 0 NW UTC−6(−5DT) N39°07.39′ W94°35.57′ KANSAS CITY H–5C, L–10J, A IAP, AD

759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class IV, ARFF Index A
NOTAM FILE MKC

RWY 01–19: H7101X150 (CONC) S–86, D–171, 2S–175, 2D–342 HIRL

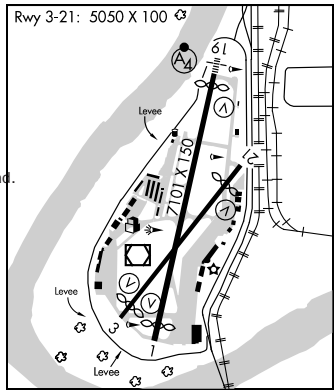
RWY 01: REIL. VASI(V4L)—GA 3.7° TCH 66′. Thld dsplcd 300′. Tree.

RWY 19: MALSF. VASI(V4L)—GA 3.0° TCH 46′. Thld dsplcd 200′. Road.

RWY 03–21: H5050X100 (ASPH–GRVD) S–48, D–73, 2S–93, 2D–136 HIRL.

RWY 03: VASI(V4L)—GA 3.0° TCH 50′. Thld dsplcd 500′. Levee.

RWY 21: REIL. VASI(V4L)—GA 3.3° TCH 57′. Thld dsplcd 699′. Railroad.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 19	03–21	3850

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–7101	TODA–7101	ASDA–6101	LDA–5801
RWY 03: TORA–5050	TODA–5050	ASDA–5050	LDA–4550
RWY 19: TORA–7101	TODA–7101	ASDA–7101	LDA–6901
RWY 21: TORA–5050	TODA–5050	ASDA–5050	LDA–4351

ARRESTING GEAR/SYSTEM

RWY 19: EMAS

AIRPORT REMARKS: Attended continuously. 100LL self svc avbl 24 hrs with credit card only. Waterfowl on and invof arpt. Flocks of pigeons invof departure end of Rwy 03. Crane 98′ AGL 3300′ S AER Twy 3 daylight hrs Mon–Fri. Category C/D operations not allowed Rwy 03–21. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 816–513–0800. Air carrier ops not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager confirming ARFF avbl prior to landing or takeoff. VFR E traffic pattern Rwy 03–21: departing Rwy 03 right traffic attain traffic pattern altitude prior to turning crosswind. Landing Rwy 21 maintain traffic pattern altitude until passing N of Missouri river. Sun glare may interfere with sign and pavement markings on E/W twys. Twr has ltd visibility of T–hanger aprons N of Twy D and W of Twy L. Aprons at hangar 6A clsd to air carrier ops. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (816) 471–2549. LAWRS.

COMMUNICATIONS: ATIS 120.75 (816) 329–2850 **UNICOM** 122.95

RCO 122.65 (COLUMBIA RADIO)

RCO 122.1R 113.25T (COLUMBIA RADIO)

DOWNTOWN RCO 122.6 (COLUMBIA RADIO)

Ⓡ **KANSAS CITY APP/DEP CON** 118.4

DOWNTOWN TOWER 133.3 **GND CON** 121.9 **CLNC DEL** 121.9 **PRE–TAXI CLNC** 121.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22′ W94°35.80′ at fld. 740/5E.

KENZY NDB (LOM) 344 MK N39°13.25′ W94°33.86′ 188° 6.0 NM to fld.

ILS 109.9 I–MKC Rwy 19 Class IE. LOM KENZY NDB.

ILS 111.75 I–GQR Rwy 03

COMM/NAV/WEATHER REMARKS: Interference from FM radio station may affect communication in the immediate vicinity of arpt. Freq 121.5 not avbl at twr or FSS.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-780 (FAA)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

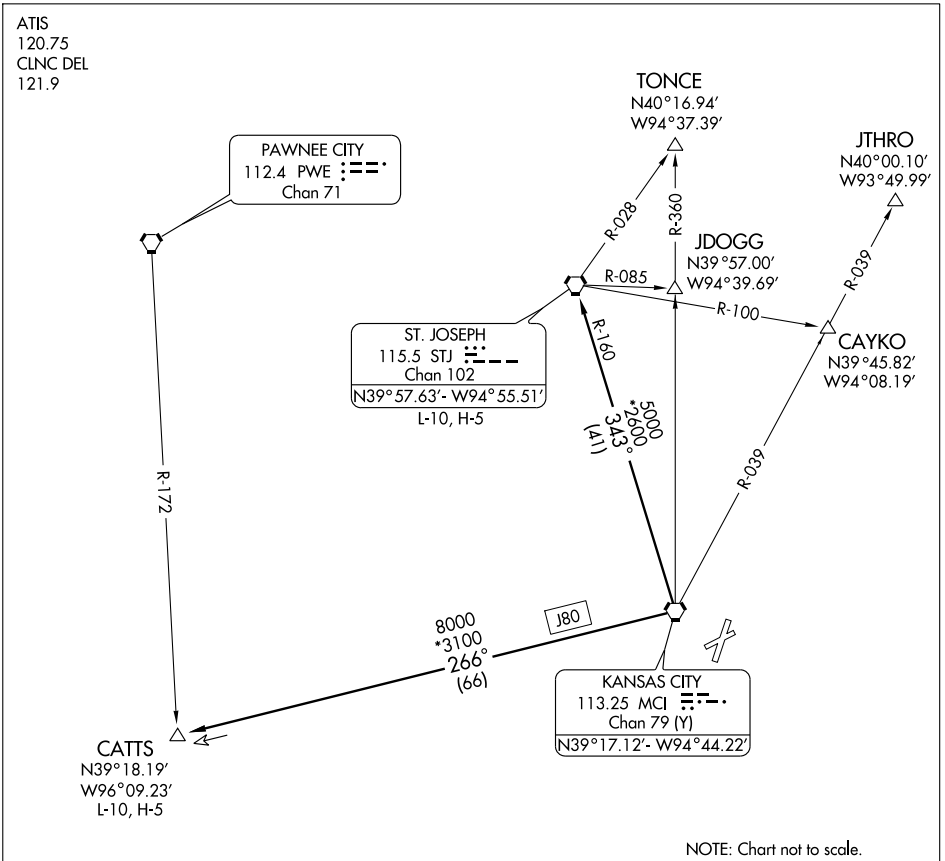
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

CHIEF THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-GQR	APP CRS	Rwy Idg	4550
111.75	031°	TDZE	744
		Apt Elev	759

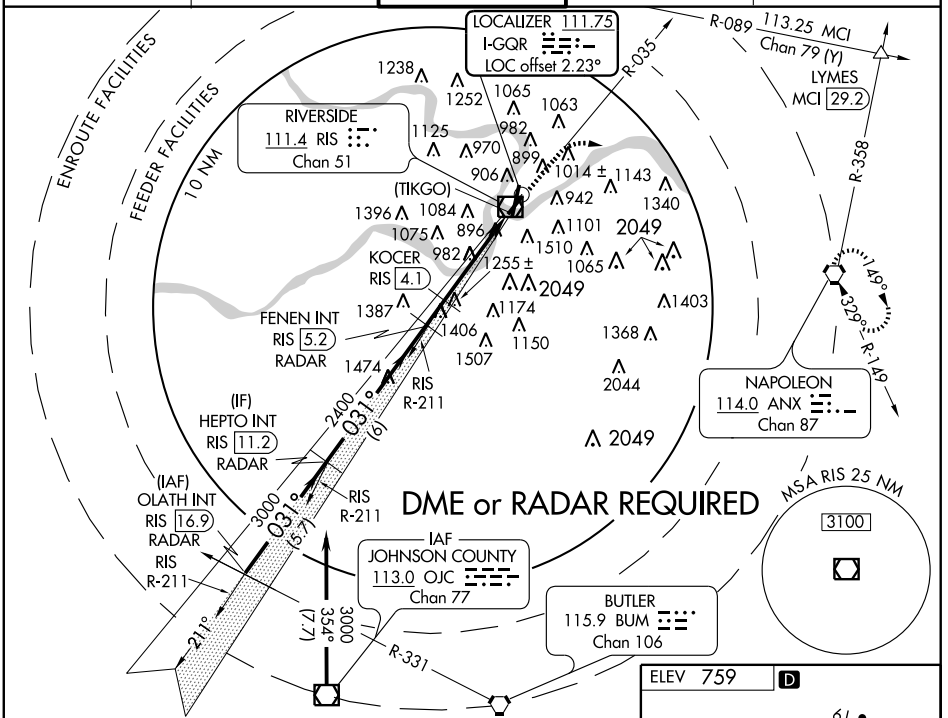
ILS or LOC RWY 3

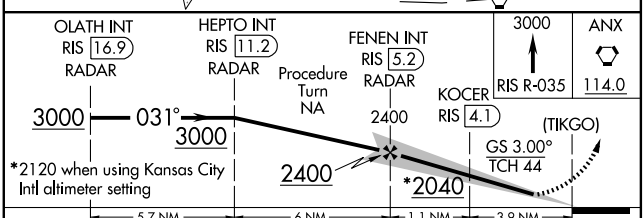
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. VGSI and ILS glidepath not coincident.

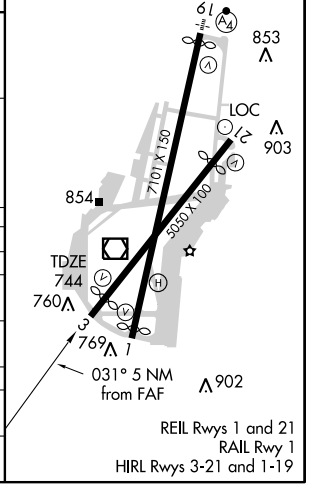
MISSED APPROACH: Climb to 3000 via RIS VOR/DME R-035 then direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





CATEGORY	A	B	C	D
S-ILS 3	1049/50	305 (300-1)	NA	
S-LOC 3	2040/60 1296 (1300-1¼)	2040-1½ 1296 (1300-1½)	NA	
CIRCLING	2040/60 1281 (1300-1¼)	2040-1½ 1281 (1300-1½)	2040-3 1281 (1300-3)	
KOCER FIX MINIMUMS #			# DME from RIS VOR/DME	
S-LOC 3	1240/50	496 (500-1)	NA	
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-MKC	APP CRS	Rwy Idg	6901
109.9	188°	TDZE	757
		Apt Elev	759

ILS OR LOC RWY 19

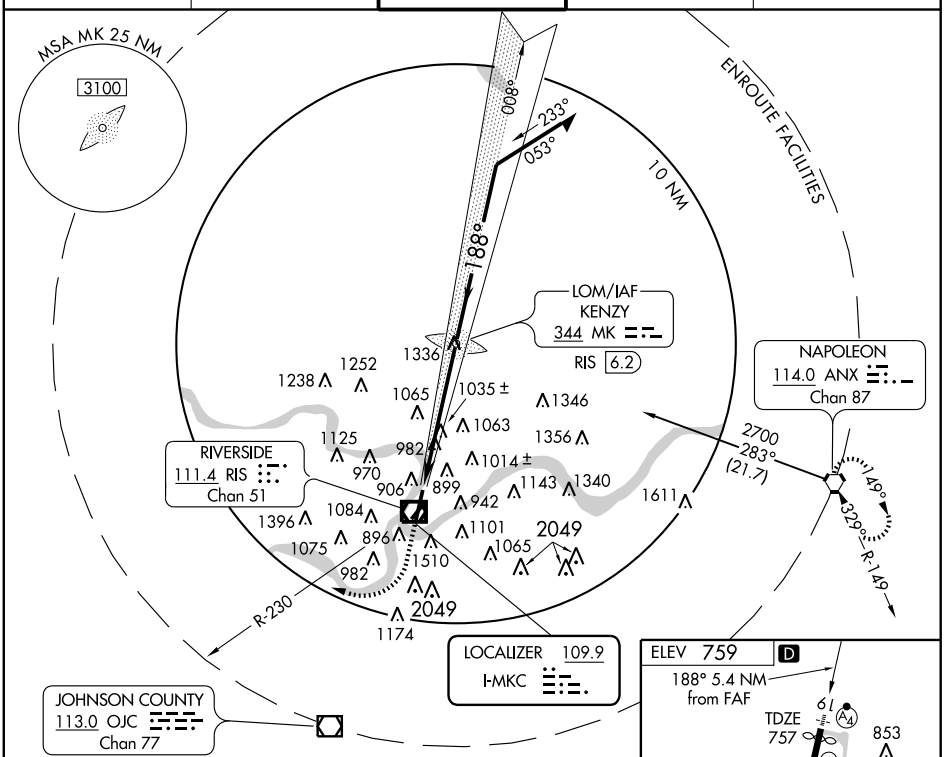
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

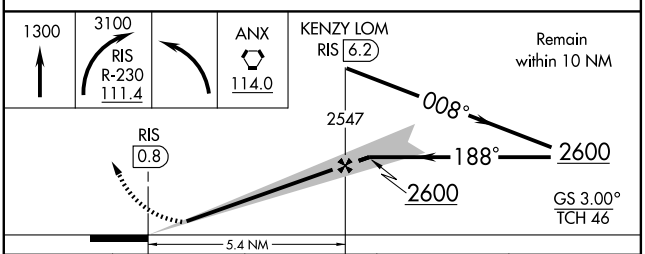
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply to S-LOC-19 Cat C.

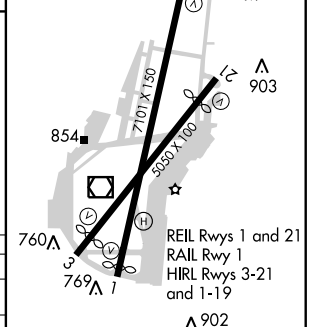
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9







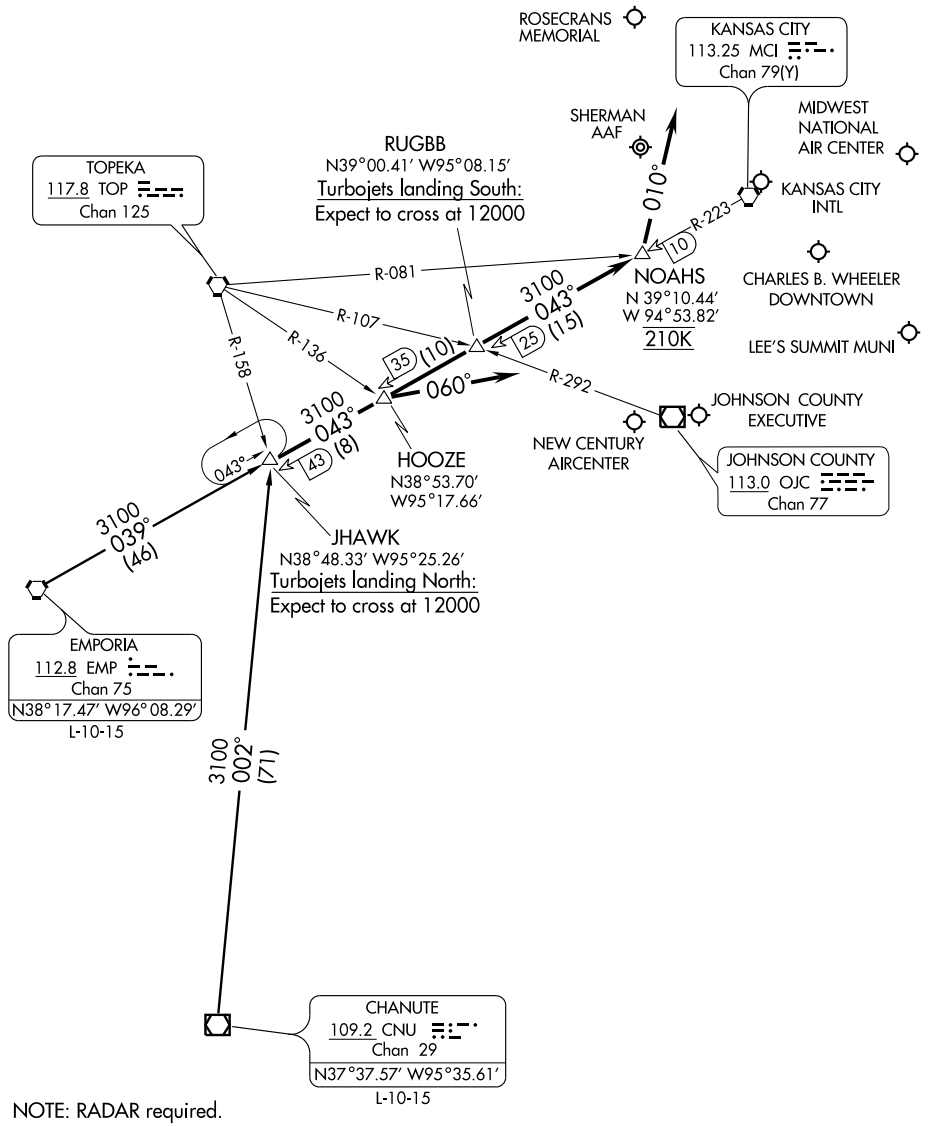
CATEGORY	A	B	C	D
S-ILS 19	1007/40 250 (300-¾)			
S-LOC 19	1300/40 543 (600-¾)		1300-1½ 543 (600-1½)	1300-1¾ 543 (600-1¾)
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

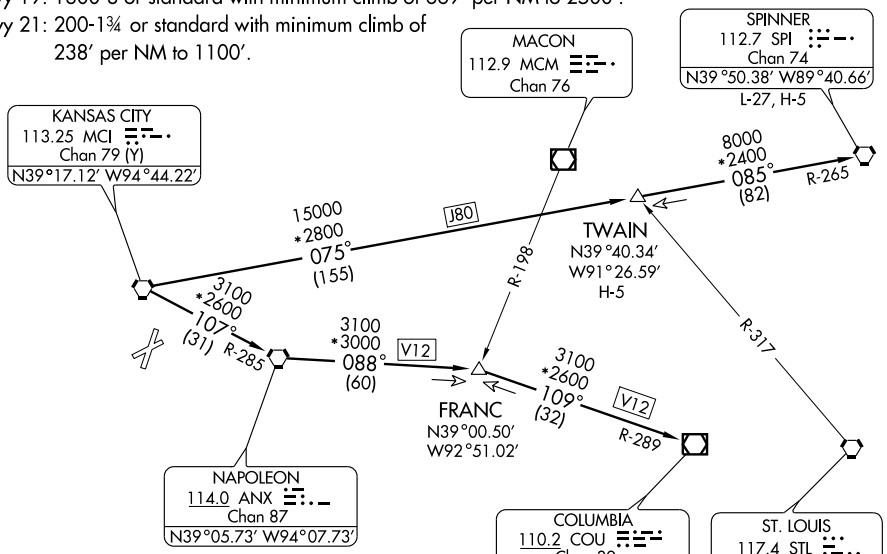
NC-3, 26 AUG 2010 to 23 SEP 2010

LAKES FIVE DEPARTURE

ATIS 120.75
CLNC DEL 121.9

TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335′ per NM to 2000′.
Rwy 3: 400-2½ or standard with minimum climb of 235′ per NM to 1900′.
Rwy 19: 1300-3 or standard with minimum climb of 669′ per NM to 2500′.
Rwy 21: 200-1¾ or standard with minimum climb of 238′ per NM to 1100′.



NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135′ left of centerline, up to 100′ AGL/1079′ MSL.
OL on elevator 3663′ from DER, 1231′ right of centerline, 172′ AGL/912′ MSL.
Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40′ from DER, 240′ right of centerline, up to 94′ AGL/853′ MSL.
OL on elevator 829′ from DER, 478′ right of centerline, 125′ AGL/865′ MSL.
Crane T 2.1 NM from DER, 3151′ right of centerline, 296′ AGL/1110′ MSL.
Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282′ from DER, 279′ right of centerline, up to 291′ AGL/1251′ MSL.
Tower 2.5 NM from DER, 3165′ left of centerline, 1168′ AGL/2049′ MSL.
Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205′ from DER, 476′ right of centerline, up to 118′ AGL/858′ MSL.
OL on elevator 5178′ from DER, 803′ left of centerline, 148′ AGL/896′ MSL.
Stack 1.3 NM from DER, 589′ left of centerline, 198′ AGL/948′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOM MK	APP CRS	Rwy Idg	6901
344	188°	TDZE	757
		Apt Elev	759

NDB RWY 19

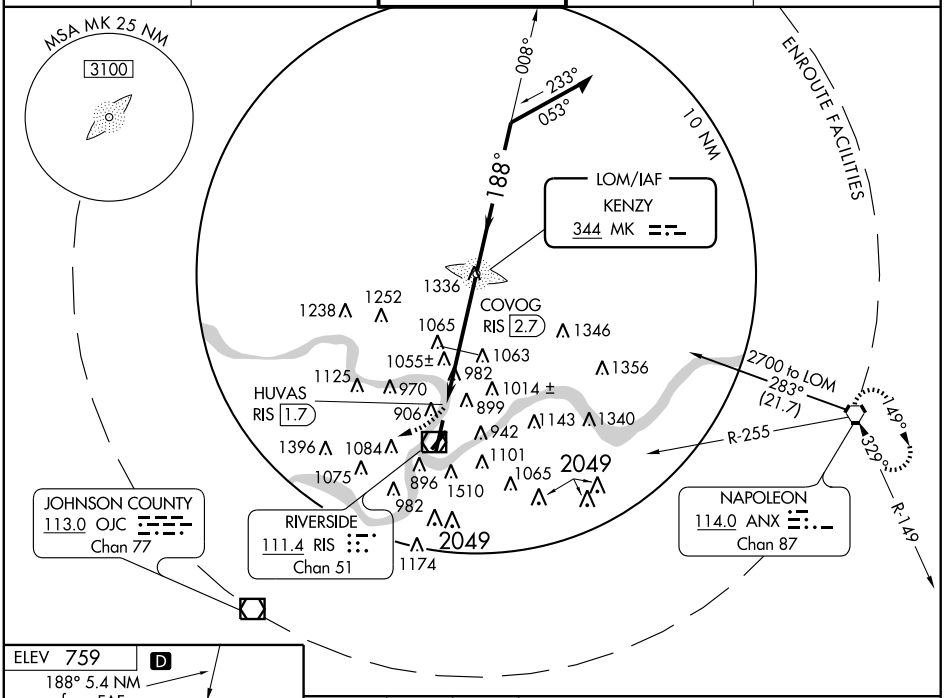
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

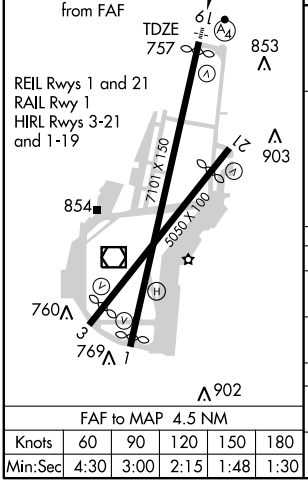
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

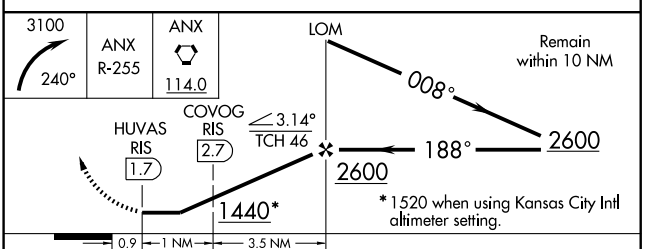
MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

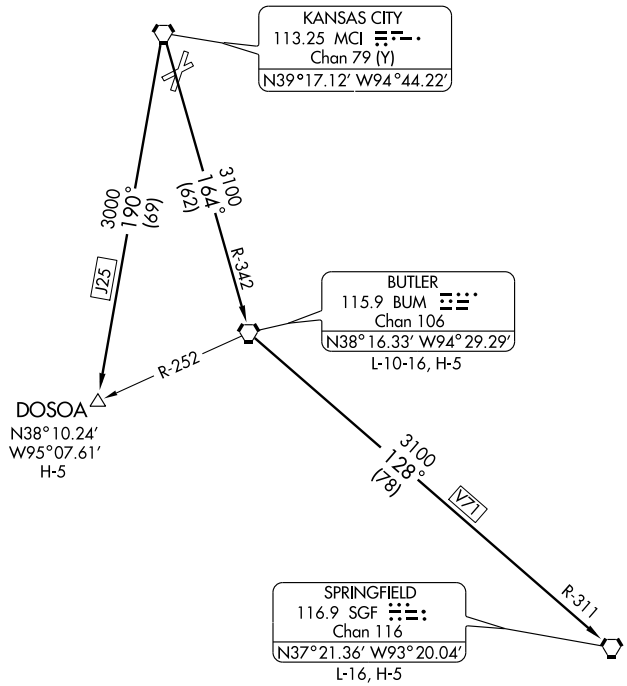


CATEGORY	A	B	C	D
S-19	1440/50	683 (700-1)	1440-2 683 (700-2)	1440-2¼ 683 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1440-2 681 (700-2)	1440-2¼ 681 (700-2¼)
DME MINIMUMS				
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RACER THREE DEPARTURE

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 50112 W03A	APP CRS 033°	Rwy Idg 4550 TDZE 744 Apt Elev 759

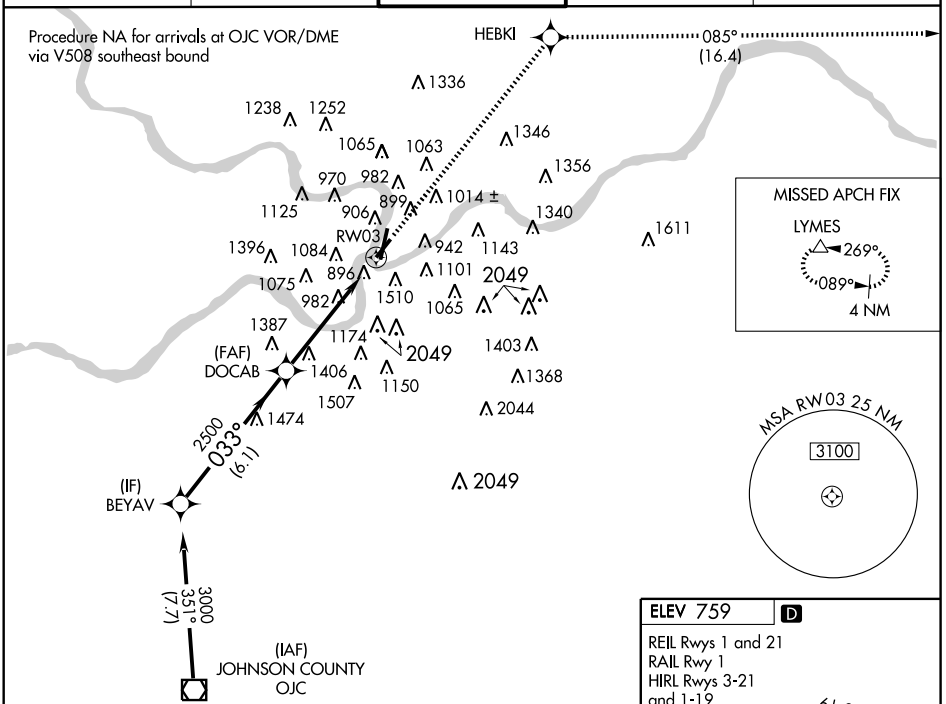
RNAV (GPS) RWY 3

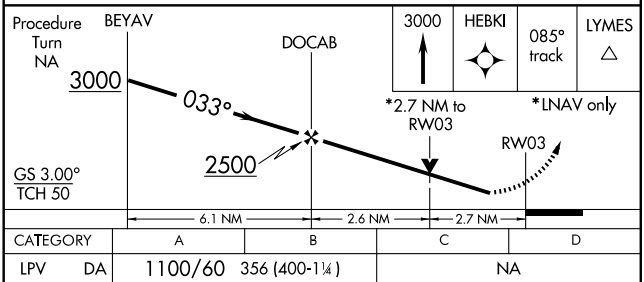
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP- 0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwys 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

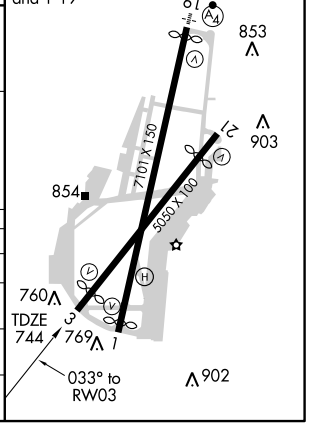
MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





CATEGORY	A	B	C	D
LPV DA	1100/60 356 (400-1¼)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	1660/60 916 (1000-1¼)		NA	
CIRCLING	1660-1¼ 901 (1000-1¼)		1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4351
222°	TDZE	744
	Apt Elev	759

RNAV (GPS) RWY 21

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP-0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
When VGSI inoperative, procedure NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

Procedure NA for arrivals at ANX VORTAC via V13-159-161 southbound.

(IAF) AYOCI
3700
166° (9.1)
(IF) CEVKO
2600
222° (6.1)
3700
300° (5)
(IAF) IDOYA
(FAF) OKTUE
(MAP) FISGO
3700
300° (11.4)
NAPOLEON ANX
149°
329°
4 NM
HOTVA
JOLOG
134° (10.5)
057° (21.6)

MSA FISGO 25 NM
3100

1336 1238 1252 1065 1063 1346 1125 970 982 1002± 1356 899 1014± 906 1340 1396 1084 942 1143 1611 1075 896 1510 1101 1065 2049 982 1387 1174 1406 1150 1507 1403 1368 2044 1474 2049

ELEV 759 D

REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

19 853 21 903 TDZE 744 854 760 769 902
7101 X 150
5050 X 100

2900	HOTVA	3700	JOLOG	057°	ANX
		134° track		track	

CEVKO
OKTUE
FISGO
3.39°
TCH 57
222°
3700
2600
Procedure Turn NA
0.5 4.5 NM 6.1 NM

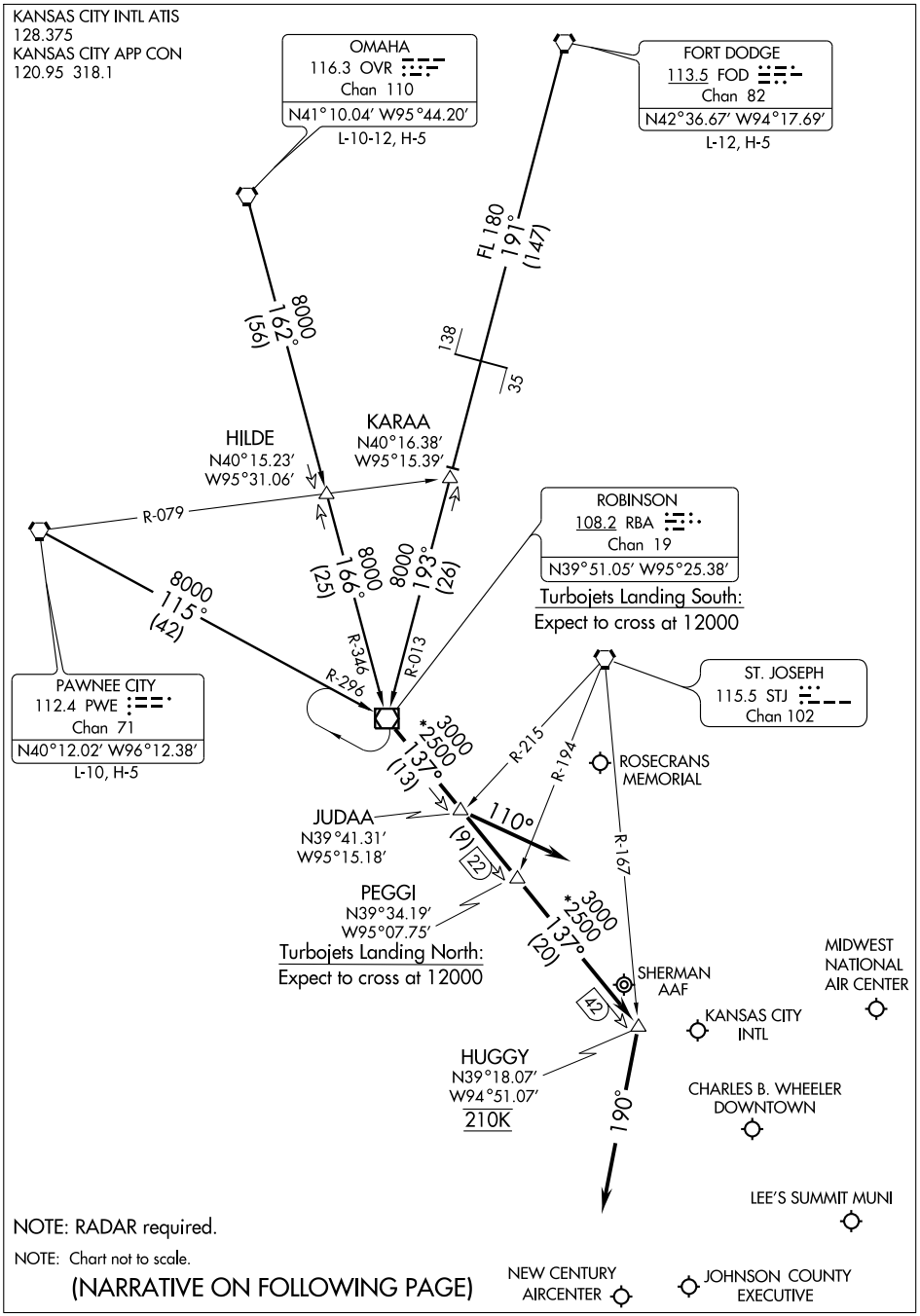
CATEGORY	A	B	C	D
LNAV MDA	1620-1 876 (900-1)	1620-1¼ 876 (900-1¼)	NA	
CIRCLING	1620-1 861 (900-1)	1620-1¼ 861 (900-1¼)	1620-2½ 861 (900-2½)	1620-2¾ 861 (900-2¾)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

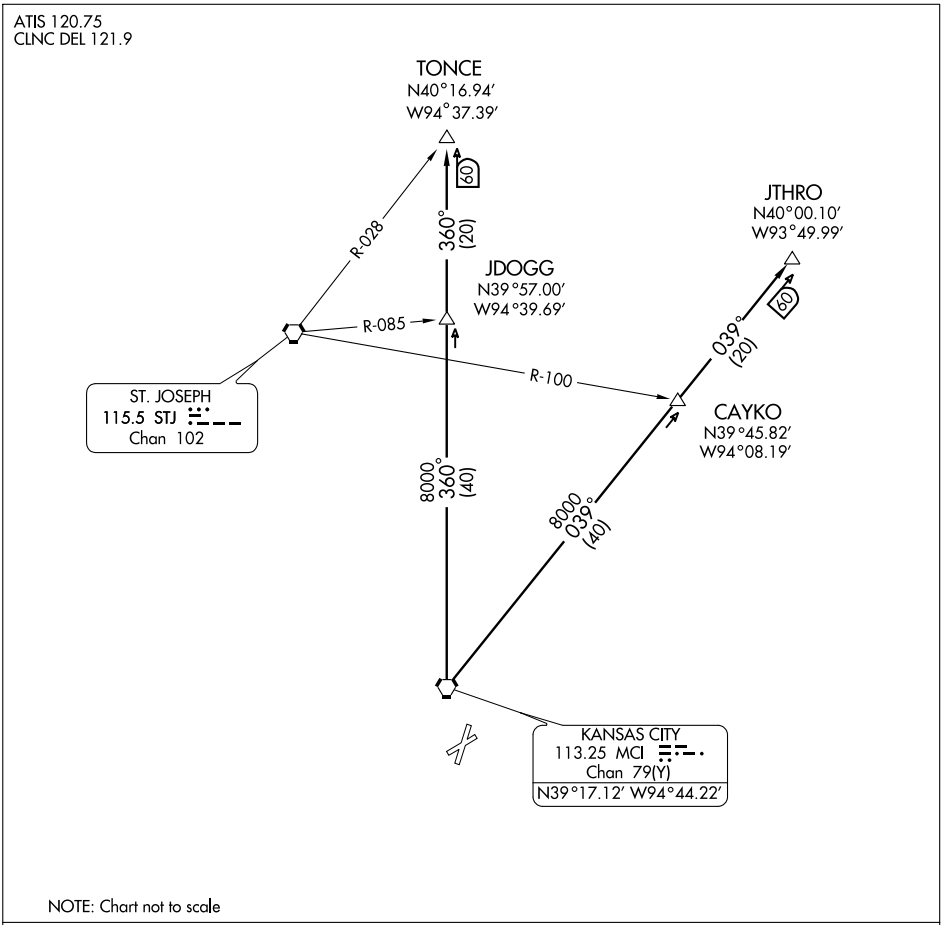
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

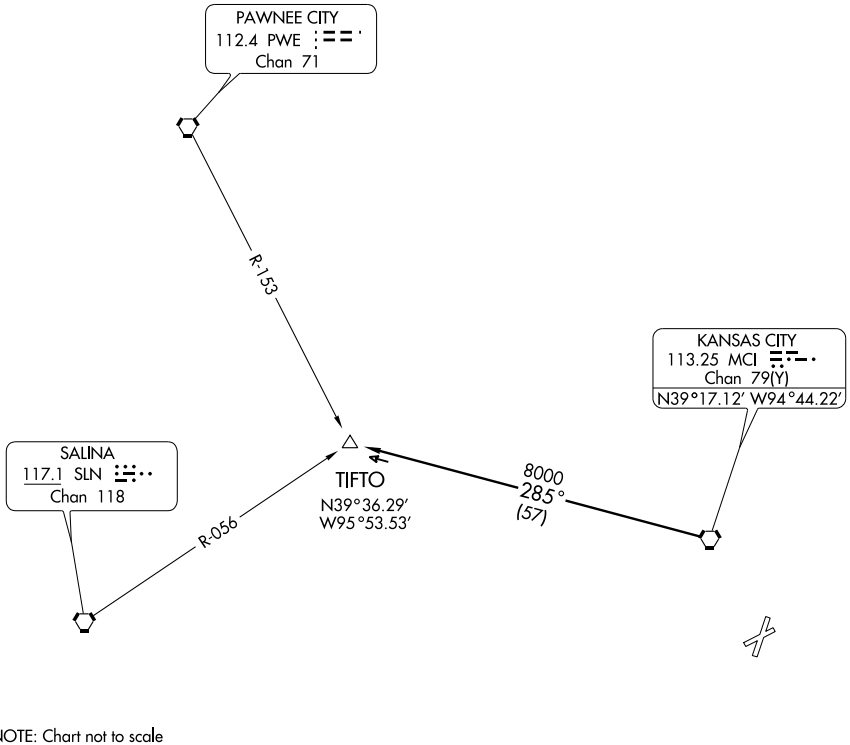
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TIFTO TWO DEPARTURE

ATIS 120.75
CLNC DEL 121.9

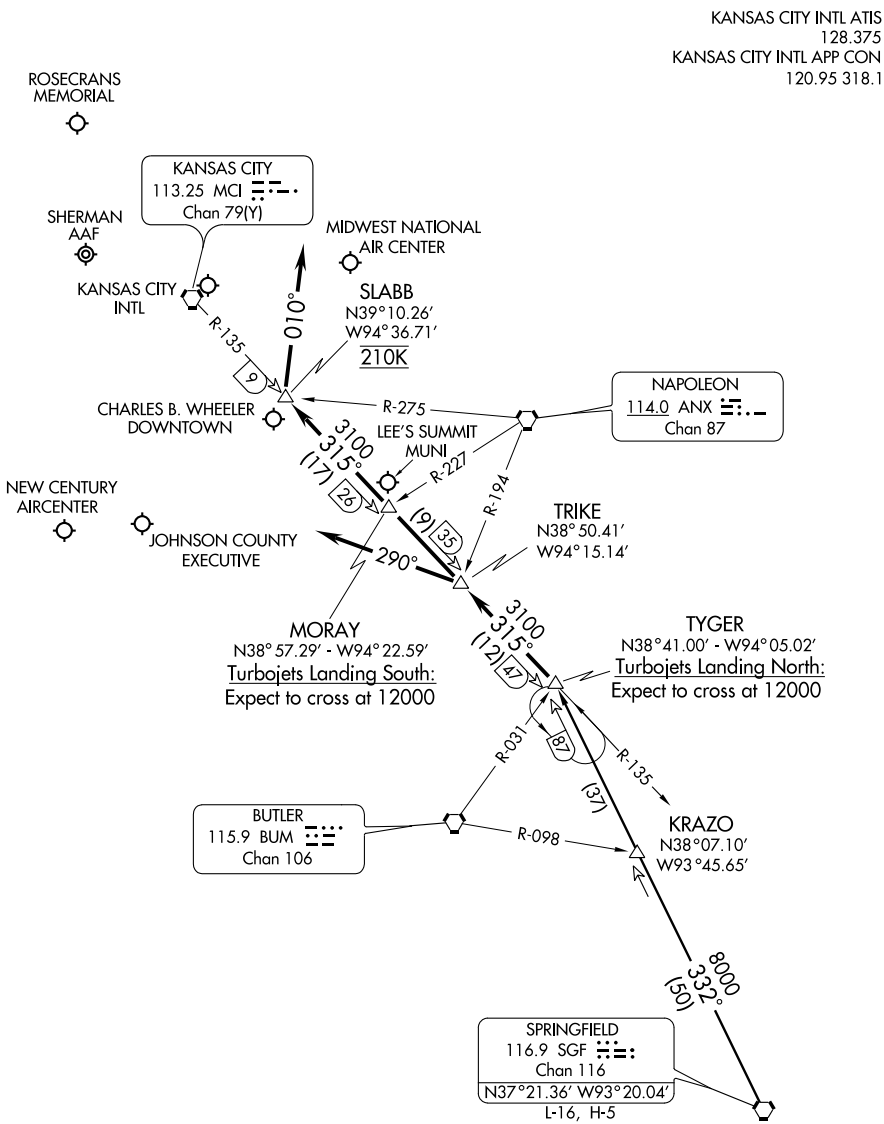


NOTE: Chart not to scale

NC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME RIS	APP CRS	Rwy Idg	4550
111.4	028°	TDZE	744
Chan 51		Apt Elev	759

VOR RWY 3

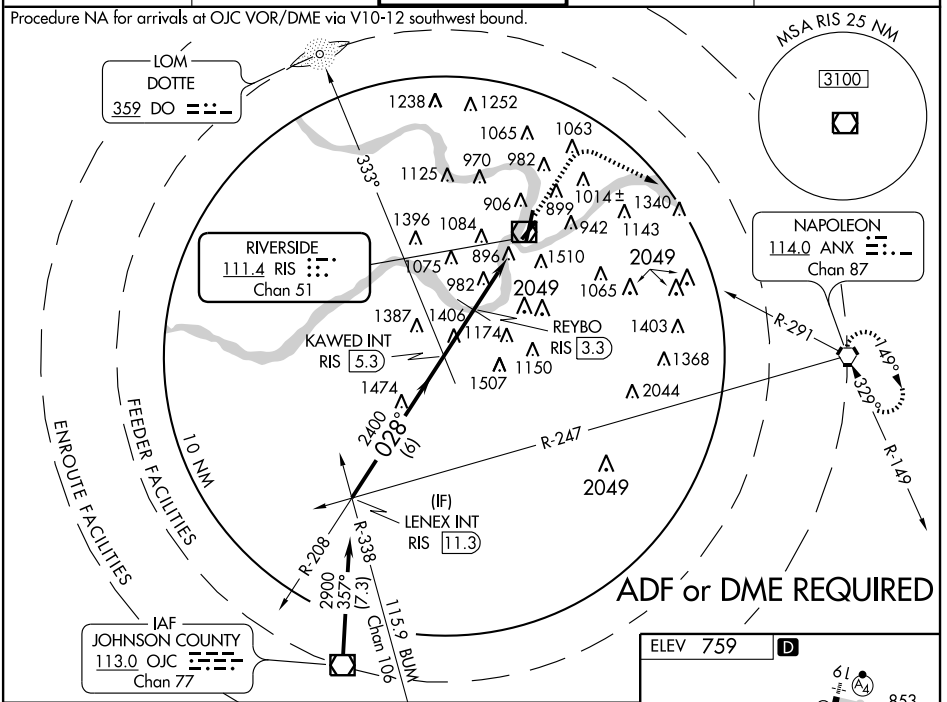
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

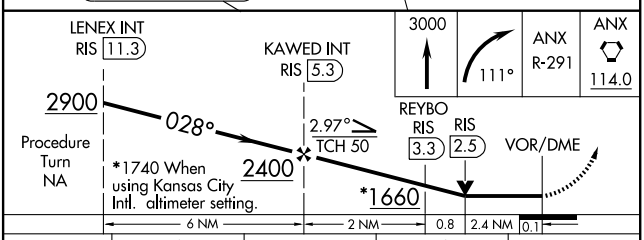
T A NA — Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

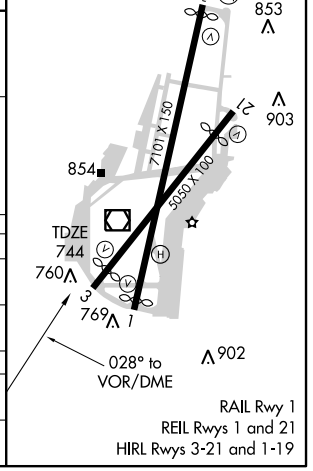
ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.





CATEGORY	A	B	C	D
S-3	1660/60	916 (1000-1¼)	NA	
CIRCLING	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)
REYBO FIX MINIMUMS				
S-3	1540/50 796 (800-1)	1540/60 796 (800-1¼)	NA	
CIRCLING	1540-1 781 (800-1)	1540-1¼ 781 (800-1¼)	1540-2¼ 781 (800-2¼)	1540-2½ 781 (800-2½)



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME RIS	APP CRS	Rwy Idg	6901
111.4	193°	TDZE	757
Chan 51		Apt Elev	759

VOR RWY 19

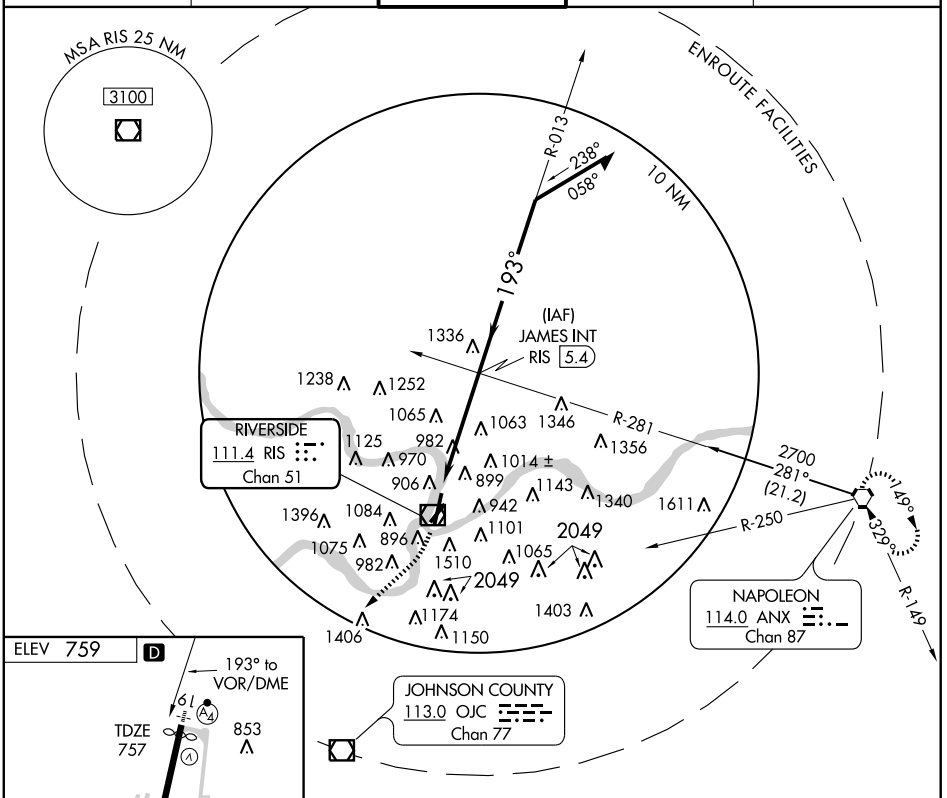
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

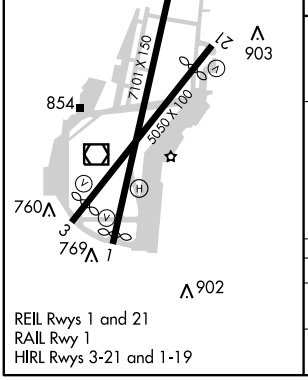
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

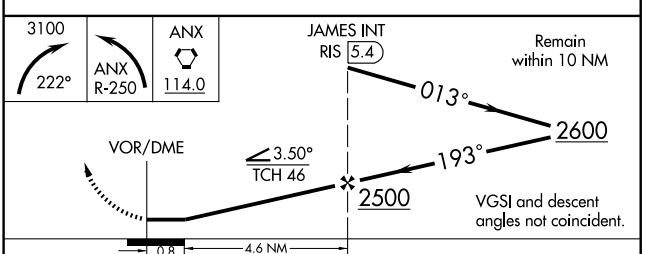
MALSF

MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME RIS 111.4 Chan 51	APP CRS 218°	Rwy Idg 4351 TDZE 744 Apt Elev 759

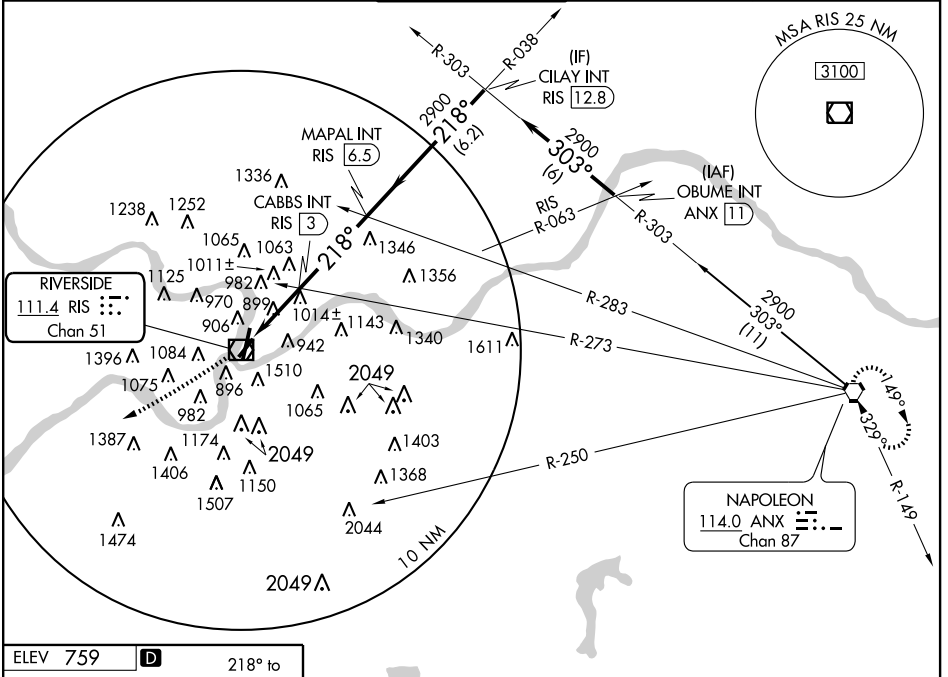
VOR RWY 21

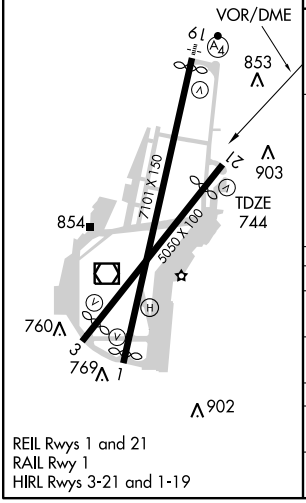
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

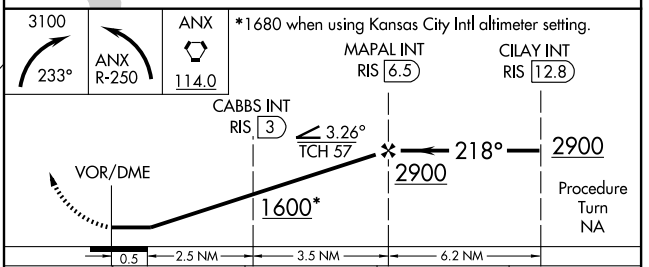
T A Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl atimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

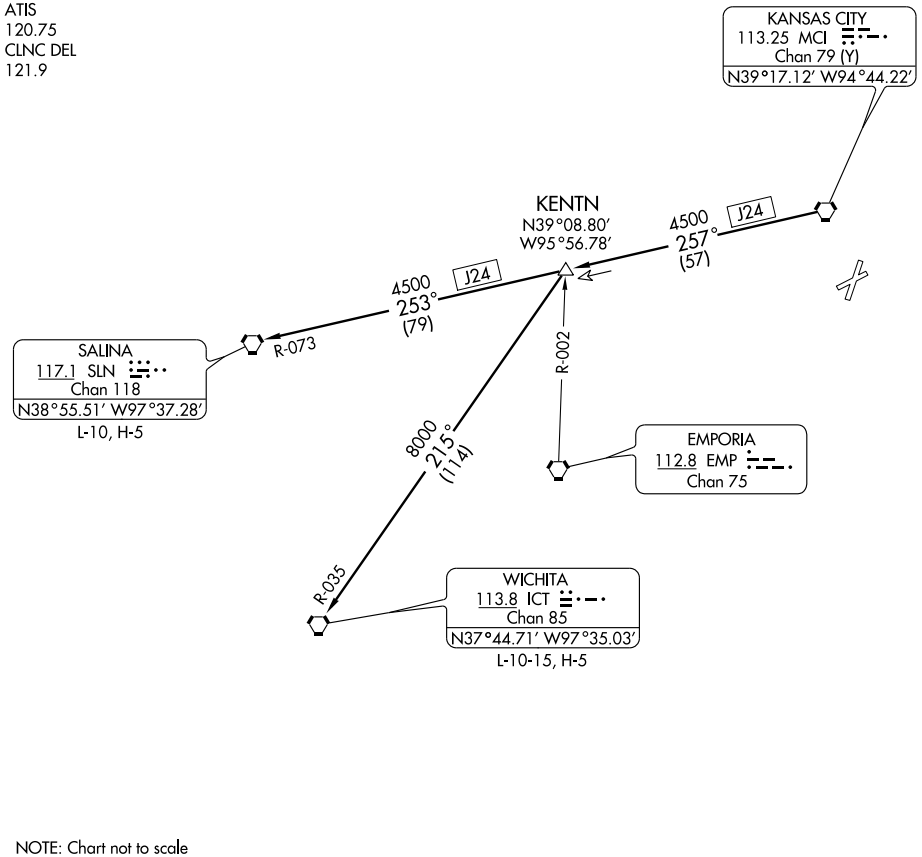






CATEGORY	A	B	C	D
S-21	1600-1 856 (900-1)	1600-1¼ 856 (900-1¼)	NA	
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)
CABBS FIX MINIMUMS				
S-21	1320-1 576 (600-1)		NA	
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

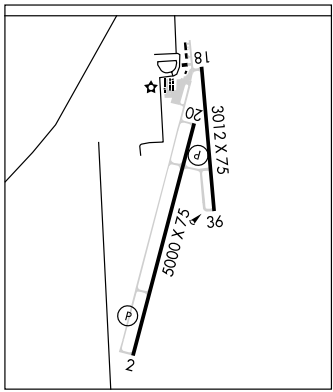
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

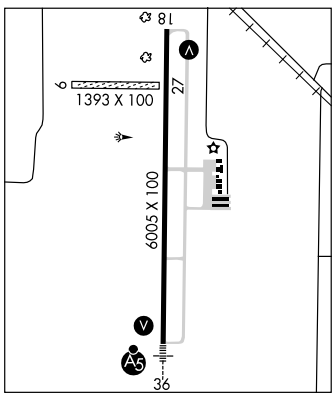
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

KENNETT MEM (TKX) 1 SE UTC−6(−5DT) N36°13.55′ W90°02.20′ — ST LOUIS
262 B S4 **FUEL** 100LL, JET A NOTAM FILE STL — H–J6, L–16H
RWY 02–20: H5000X75 (CONC) MIRL — IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 18–36: H3012X75 (ASPH) S–10 MIRL (NSTD)
RWY 18: Tree. **RWY 36:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Rwy 18–36 NSTD MIRL, incorrect spacing of Rwy 36 thld lgts. NSTD REIL Rwy 36, too close to rwy edge. MIRL Rwy 18–36 OTS indef. MIRL Rwy 18–36 and Rwy 02–20 on low ints dusk–0900Z‡, to incr ints and ACTIVATE MIRL Rwy 18–36 and Rwy 02–20 and REIL Rwy 02, Rwy 20 and Rwy 36 from 0500Z‡–dawn—CTAF. PAPI Rwy 02 and Rwy 20 on 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 194° 20.6 NM to fld. 280/3E.



KENZY N39°13.25′ W94°33.86′ NOTAM FILE MKC. — KANSAS CITY
NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown. — A

KIRKSVILLE RGNL (IRK) 6 SE UTC−6(−5DT) N40°05.61′ W92°32.70′ — CHICAGO
966 B S4 **FUEL** 100LL JET A Class III, ARFF Index A NOTAM FILE IRK — H–5D, L–27A
RWY 18–36: H6005X100 (CONC) S–30, D–48, 2D–85 MIRL — IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 33′. Tree.
RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 09–27: 1393X100 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300–0100Z‡. 24 hr self-serve credit card for fuel (100LL only). Rwy 09–27 marked with yellow cones. ACTIVATE MIRL Rwy 18–36, VASI Rwy 18 and Rwy 36, REIL Rwy 18, and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 121.125 (660) 665–9153. **HIWAS** 114.6 IRK.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 132.6
AIRSPACE: CLASS E svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
(H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 133° 3.3 NM to fld. 985/6E. **HIWAS.**
ILS/DME 111.5 I–IRK Chan 52 Rwy 36. Class IE.



APP CRS	Rwy Idg	5000
029°	TDZE	262
	Apt Elev	262

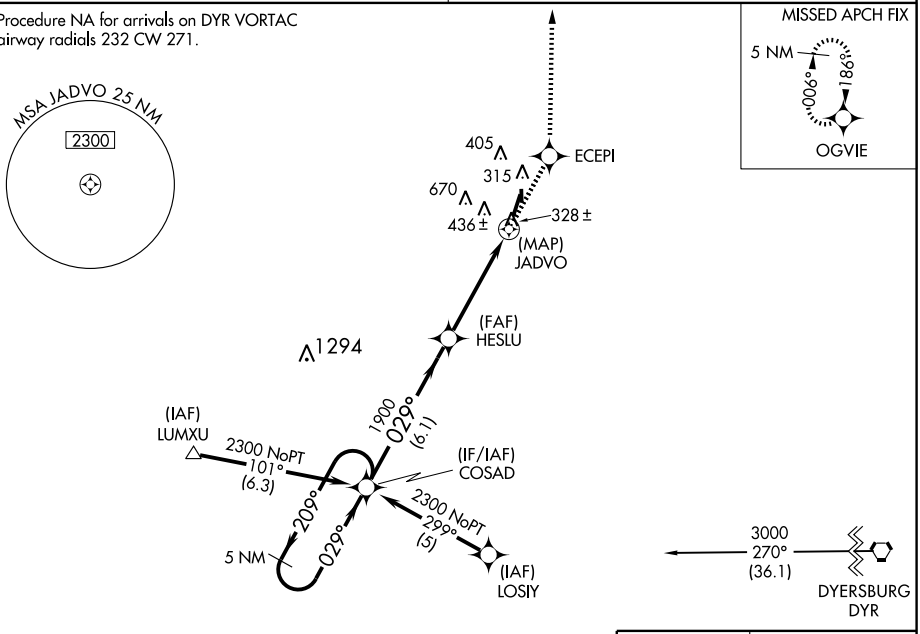
RNAV (GPS) RWY 2
KENNETT MEMORIAL (TKX)

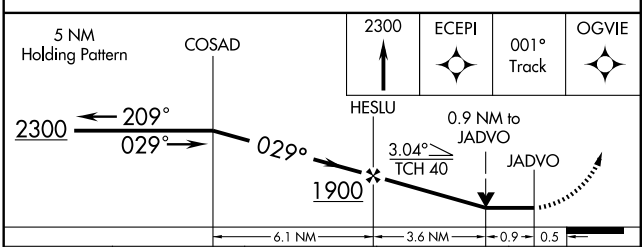
DME/DME RNP-0.3 NA.
Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.
VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct ECEPI and via 001° track to OGVIE and hold.

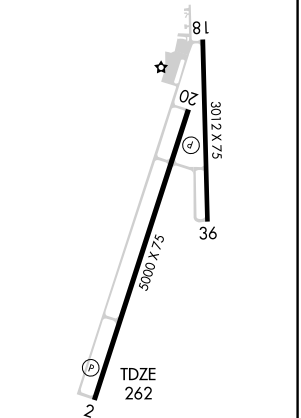
MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

Procedure NA for arrivals on DYR VORTAC airway radials 232 CW 271.





CATEGORY	A	B	C	D
LNAV MDA	740-1	478 (500-1)	740-1¼ 478 (500-1¼)	NA
CIRCLING	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA
CIRCLING	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA



REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 20

KENNETT MEMORIAL (TKX)

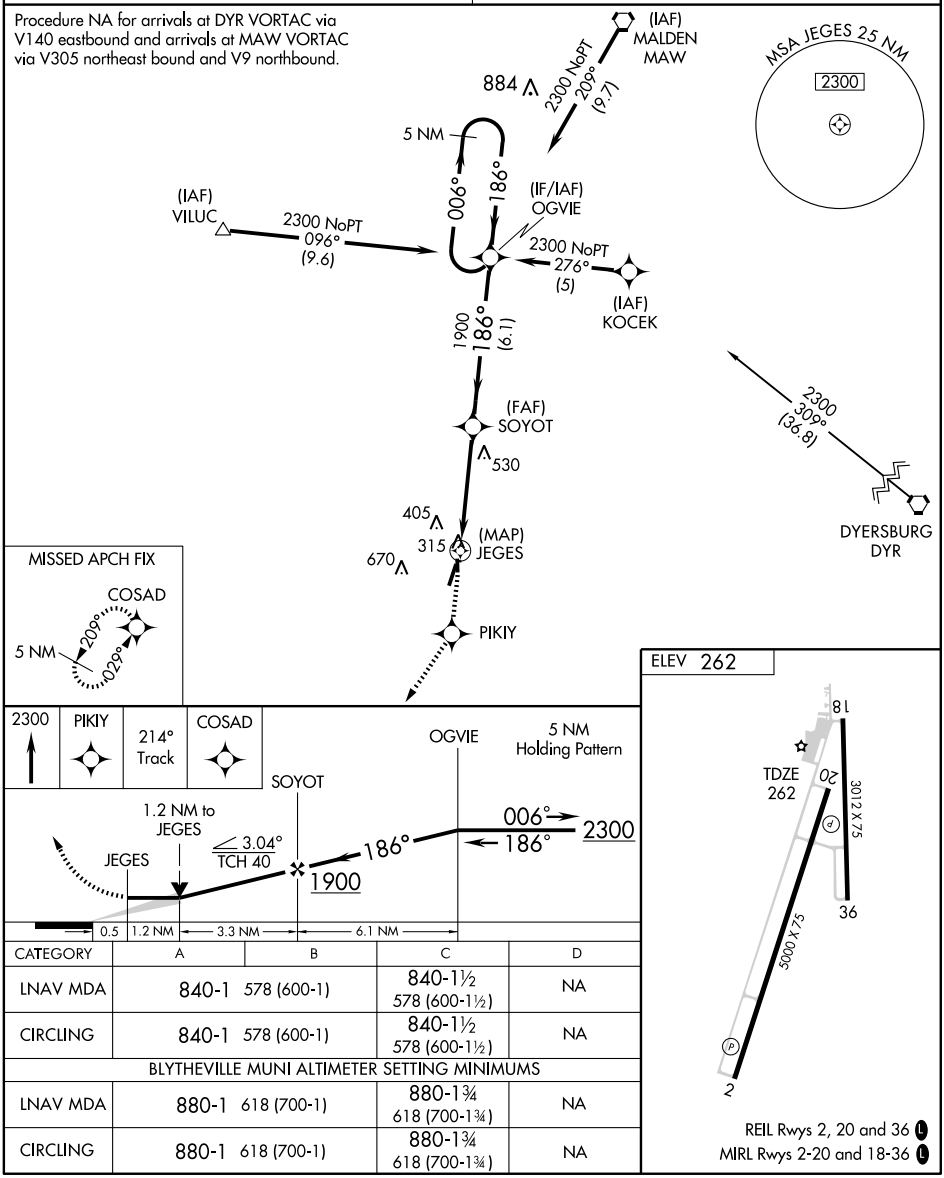
APP CRS		
186°	Rwy Idg	5000
	TDZE	262
	Apt Elev	262

▼ NA — DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwys 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.



CATEGORY	A	B	C	D
LNAV MDA	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
CIRCLING	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA
CIRCLING	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAW 111.2 Chan 49	APP CRS 194°	Rwy Idg 5000 TDZE 262 Apt Elev 262

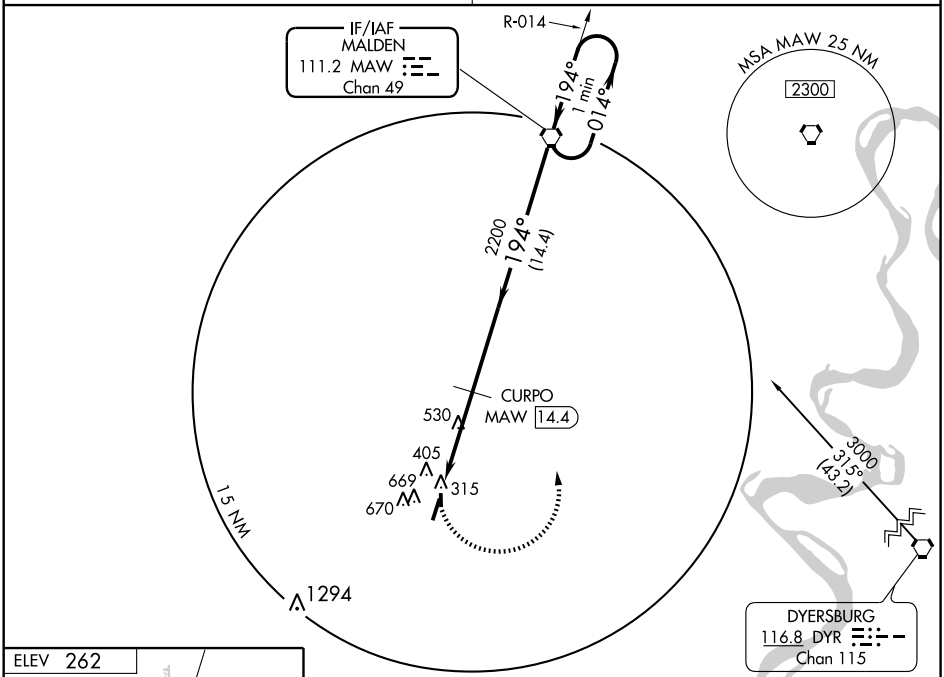
VOR/DME RWY 20

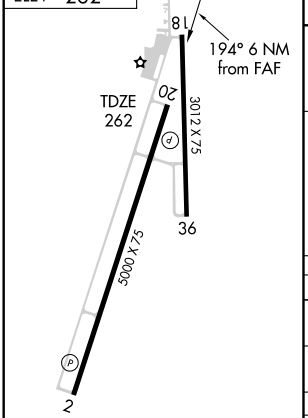
KENNETT MEMORIAL (TKX)

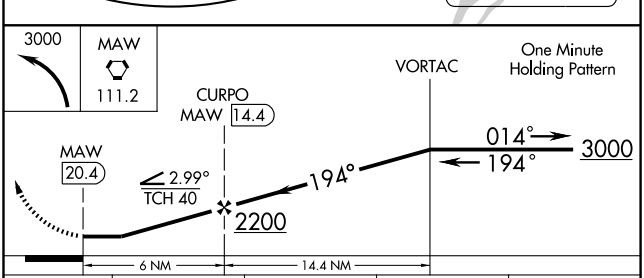
T NA — Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L







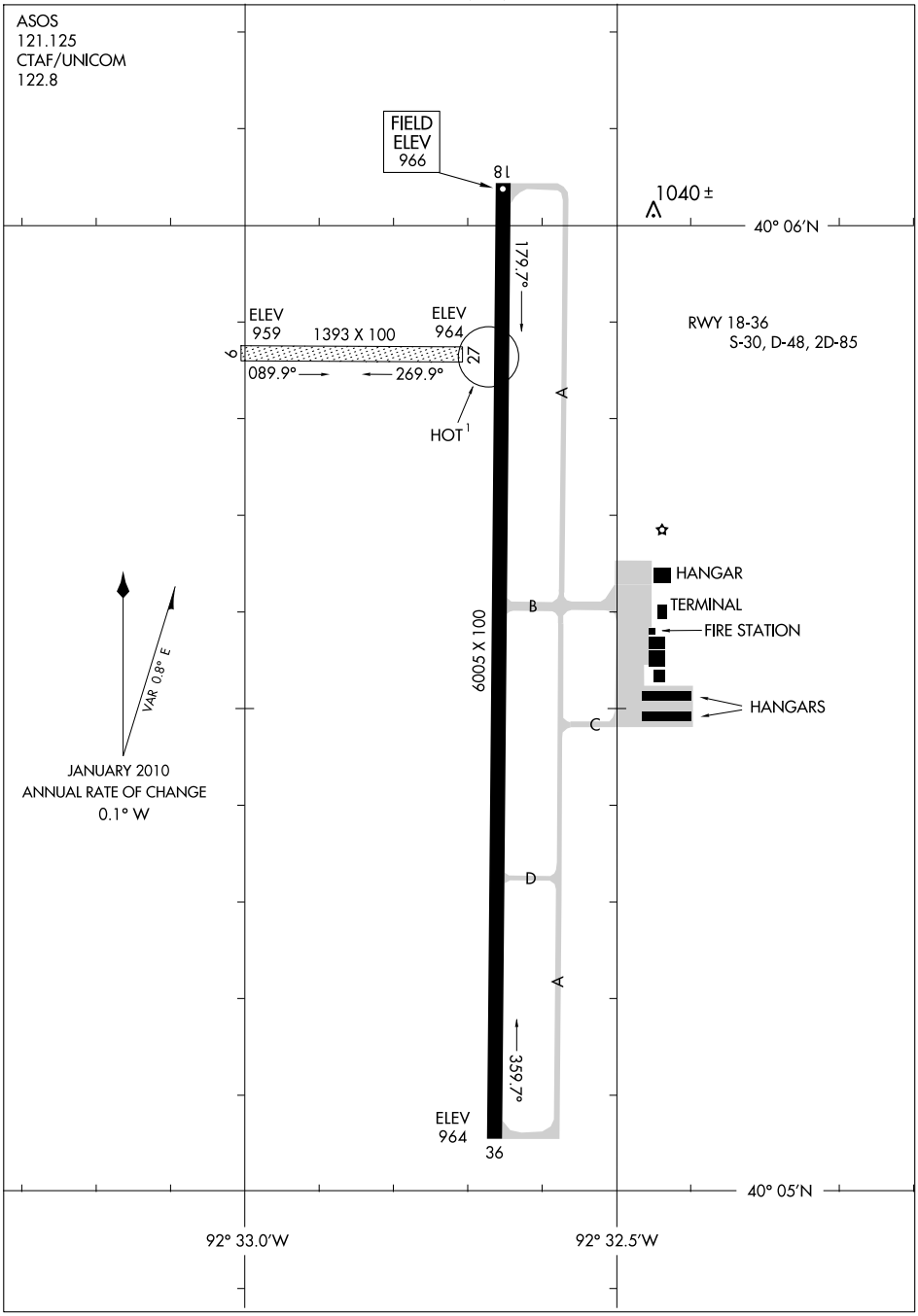
CATEGORY	A	B	C	D
S-20	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
CIRCLING	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA
CIRCLING	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-217 (FAA)

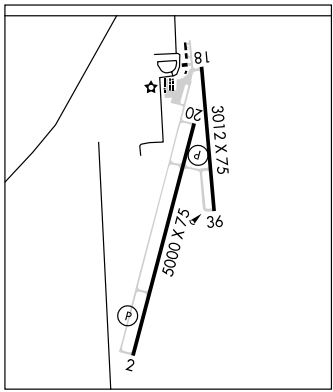
KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

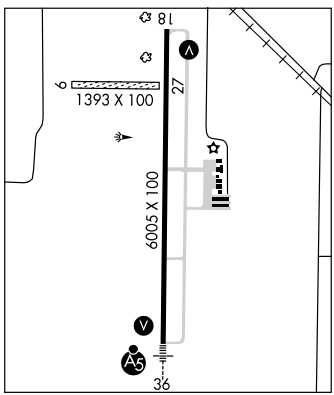
NC-3, 26 AUG 2010 to 23 SEP 2010

KENNETT MEM (TKX) 1 SE UTC−6(−5DT) N36°13.55′ W90°02.20′ — ST LOUIS
262 B S4 **FUEL** 100LL, JET A NOTAM FILE STL — H–J6, L–16H
RWY 02–20: H5000X75 (CONC) MIRL — IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 18–36: H3012X75 (ASPH) S–10 MIRL (NSTD)
RWY 18: Tree. **RWY 36:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Rwy 18–36 NSTD MIRL, incorrect spacing of Rwy 36 thld lgts. NSTD REIL Rwy 36, too close to rwy edge. MIRL Rwy 18–36 OTS indef. MIRL Rwy 18–36 and Rwy 02–20 on low ints dusk–0900Z‡, to incr ints and ACTIVATE MIRL Rwy 18–36 and Rwy 02–20 and REIL Rwy 02, Rwy 20 and Rwy 36 from 0500Z‡–dawn—CTAF. PAPI Rwy 02 and Rwy 20 on 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 194° 20.6 NM to fld. 280/3E.



KENZY N39°13.25′ W94°33.86′ NOTAM FILE MKC. — KANSAS CITY
NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown. — A

KIRKSVILLE RGNL (IRK) 6 SE UTC−6(−5DT) N40°05.61′ W92°32.70′ — CHICAGO
966 B S4 **FUEL** 100LL JET A Class III, ARFF Index A NOTAM FILE IRK — H–5D, L–27A
RWY 18–36: H6005X100 (CONC) S–30, D–48, 2D–85 MIRL — IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 33′. Tree.
RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 09–27: 1393X100 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1300–0100Z‡. 24 hr self-serve credit card for fuel (100LL only). Rwy 09–27 marked with yellow cones. ACTIVATE MIRL Rwy 18–36, VASI Rwy 18 and Rwy 36, REIL Rwy 18, and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 121.125 (660) 665–9153. **HIWAS** 114.6 IRK.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 132.6
AIRSPACE: CLASS E svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
(H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 133° 3.3 NM to fld. 985/6E. **HIWAS.**
ILS/DME 111.5 I–IRK Chan 52 Rwy 36. Class IE.



LOC/DME I-IRK	APP CRS	Rwy Idg	6005
111.5	357°	TDZE	965
Chan 52		Apt Elev	966

ILS or LOC/DME RWY 36

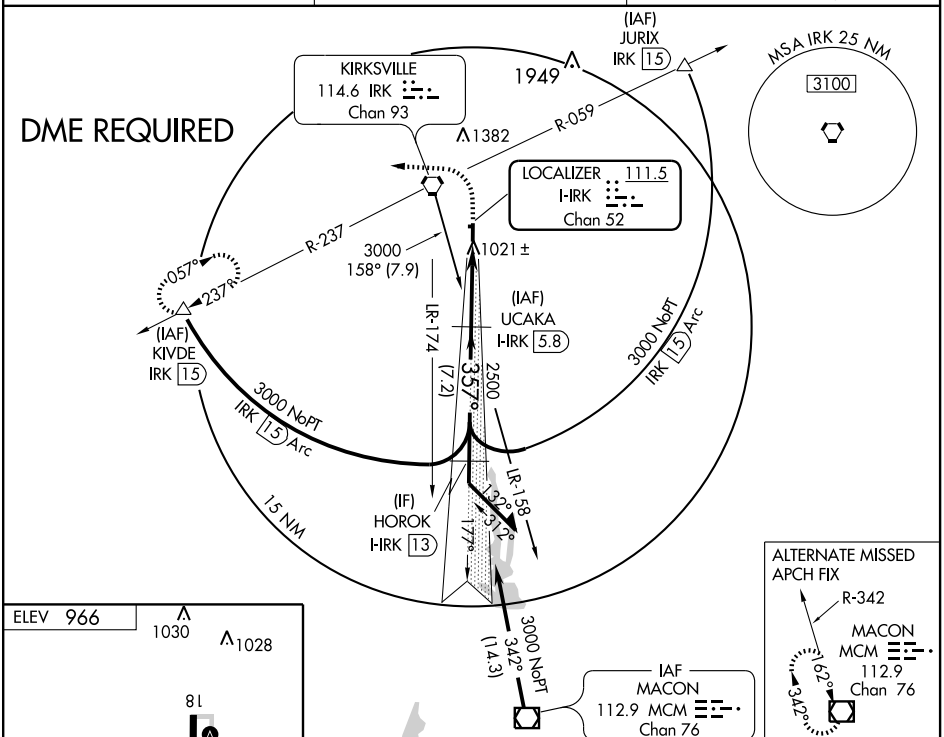
KIRKSVILLE RGNL (IRK)

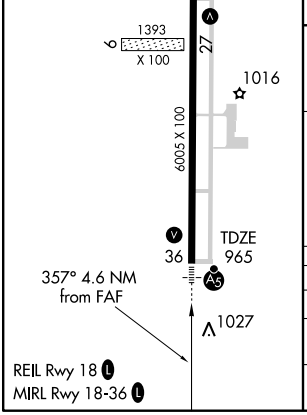
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA when using Ottumwa Industrial altimeter setting. For inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.

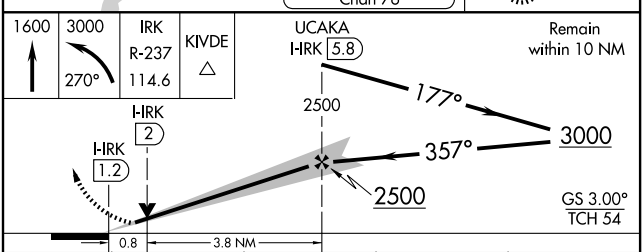
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 36	1165-½ 200 (200-½)			
S-LOC 36	1280-½ 315 (400-½)			1280-¾ 315 (400-¾)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

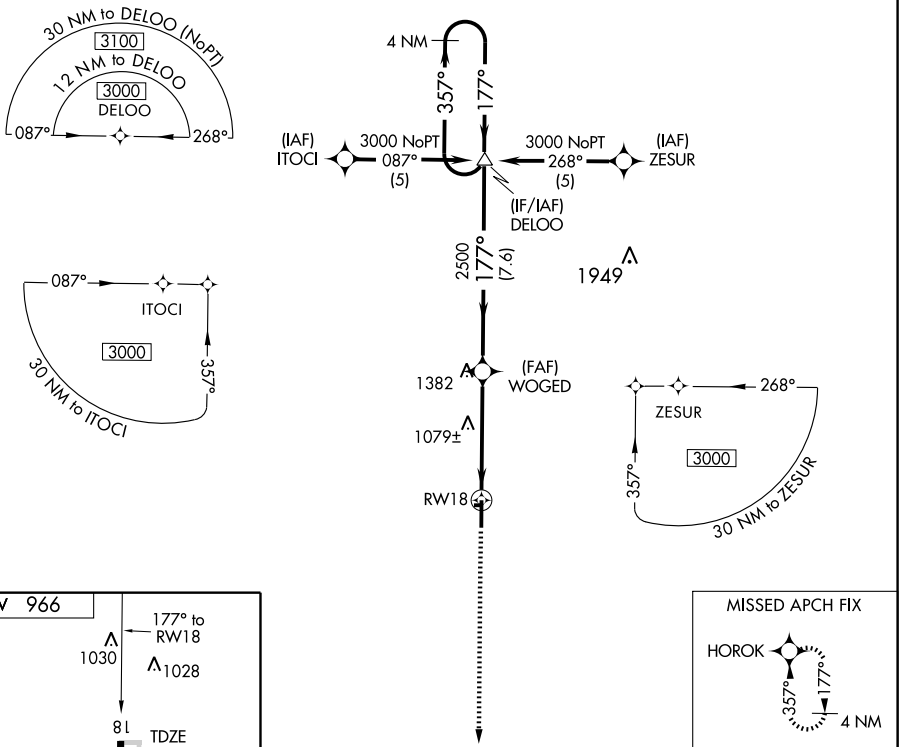
APP CRS	Rwy Idg	6005
177°	TDZE	966
	Apt Elev	966

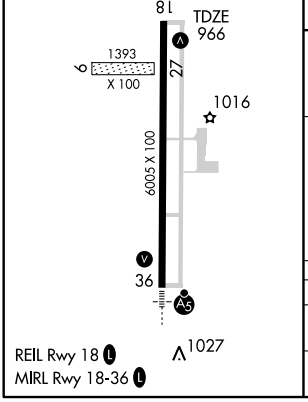
RNAV (GPS) RWY 18
KIRKSVILLE RGNL (IRK)

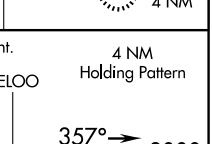
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A VDP NA when using Ottumwa Industrial altimeter setting.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

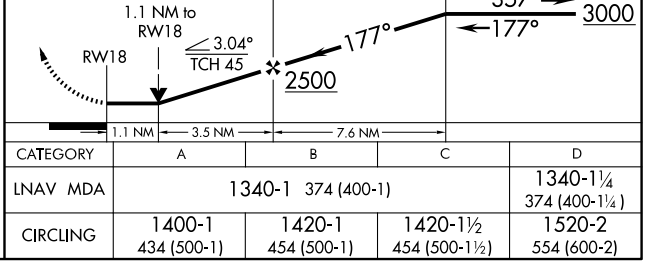
MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1340-1 374 (400-1)			1340-1¼ 374 (400-1¼)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	6005
CH 70513	357°	TDZE	965
W36A		Apt Elev	966

RNAV (GPS) RWY 36

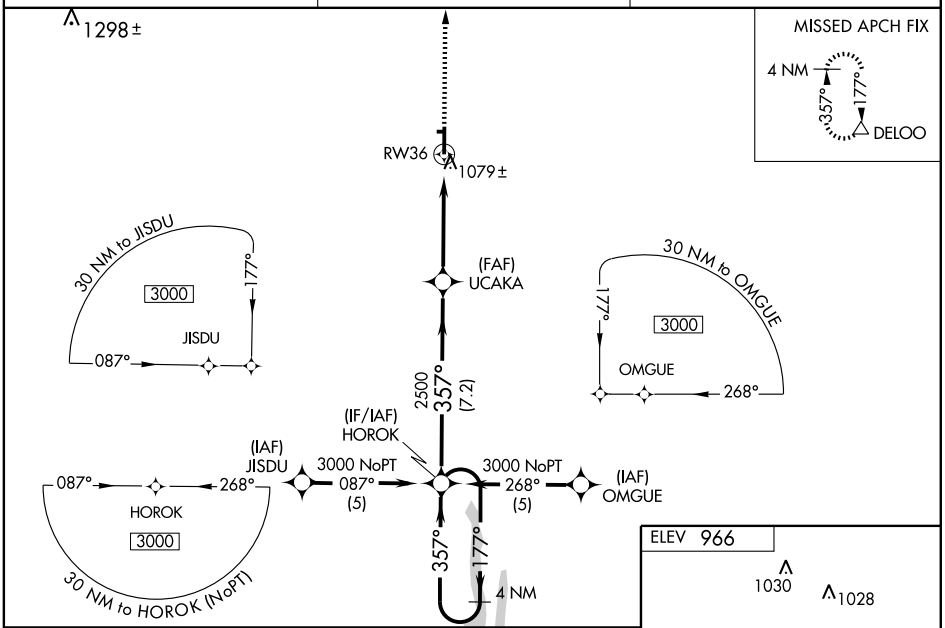
KIRKSVILLE RGNL (IRK)

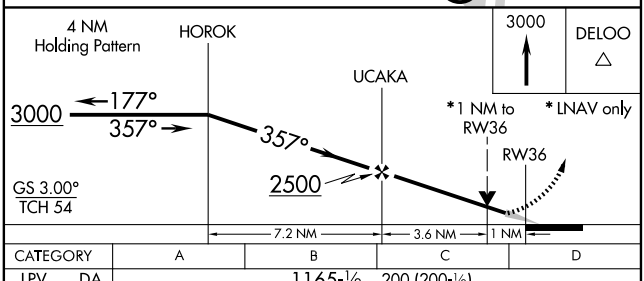
Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
VDP NA when using Ottumwa Industrial altimeter setting.
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¾.

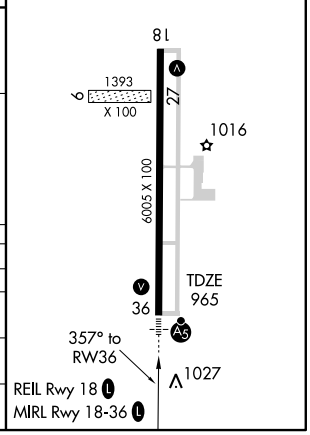
MALSR

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1165-½ 200 (200-½)			
LNAV/VNAV DA	1349-¾ 384 (400-¾)			
LNAV MDA	1340-½ 375 (400-½)			1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC IRK 114.6 Chan 93	APP CRS 134°	Rwy Idg N/A TDZE N/A Apt Elev 966

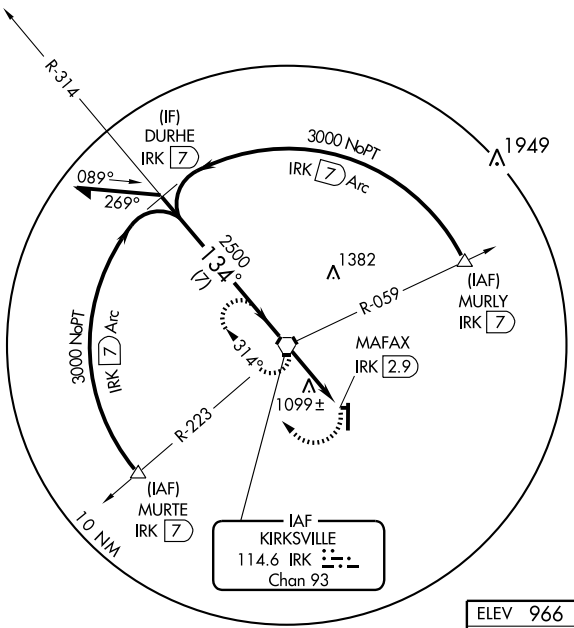
VOR-A

KIRKSVILLE RGNL (IRK)

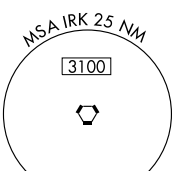
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility ¼ mile.

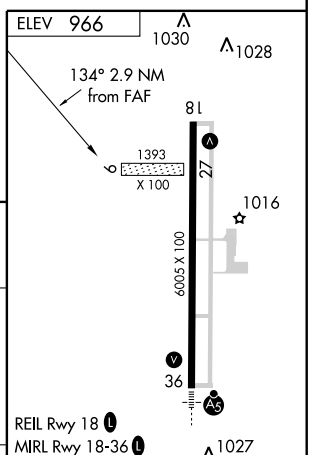
MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

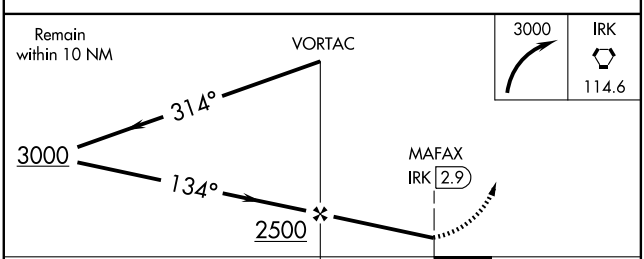
ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L



NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.







CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

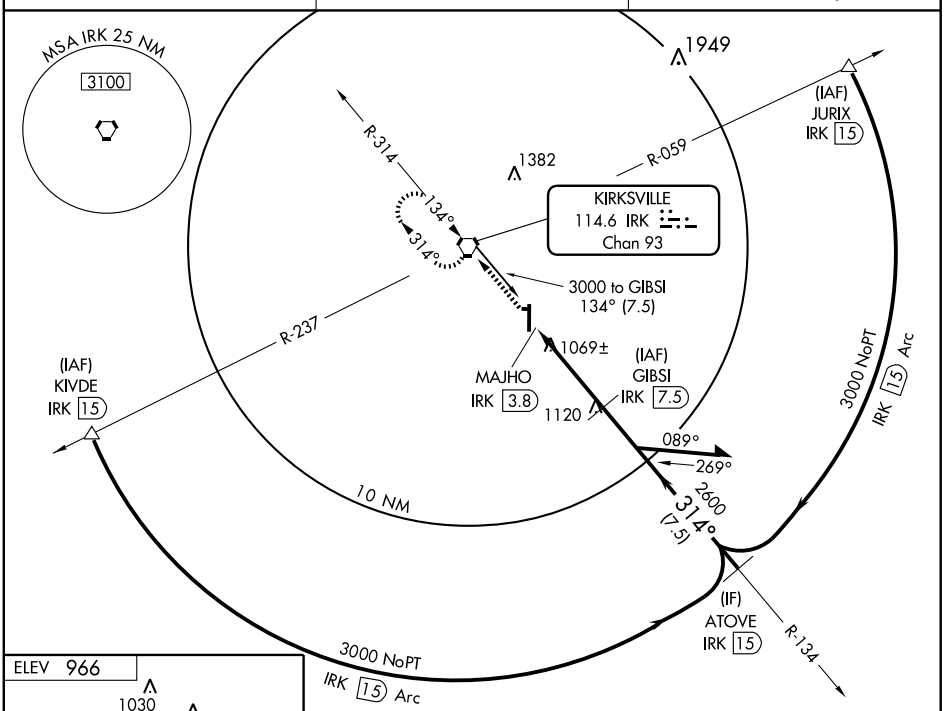
VORTAC IRK 114.6 Chan 93	APP CRS 314°	Rwy Idg N/A TDZE N/A Apt Elev 966

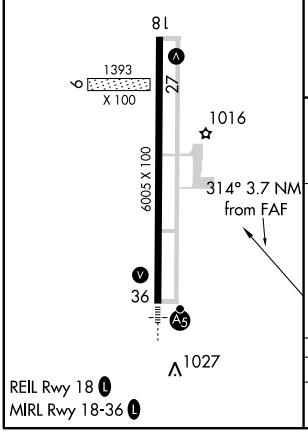
VOR/DME-B
KIRKSVILLE RGNL (IRK)

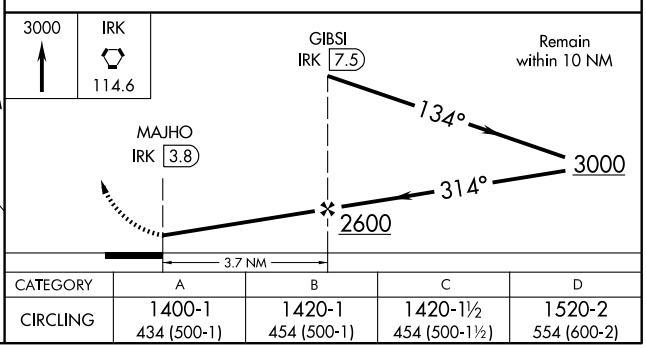
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS 121.125	KANSAS CITY CENTER 132.6 370.9	UNICOM 122.8 (CTAF) L

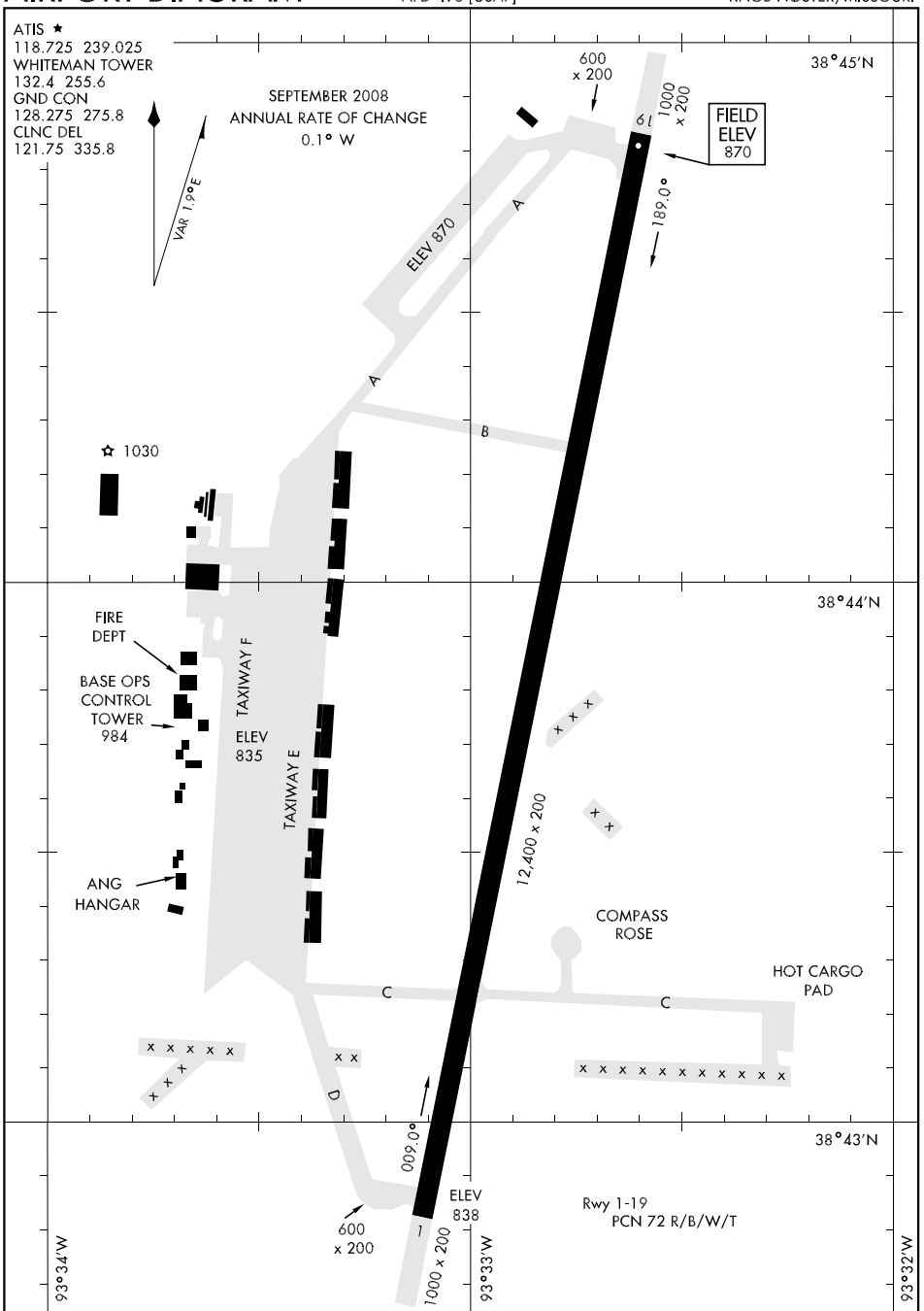






CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WHITEMAN AFB (SZL)(KSZL) AF (ARNG AFRC) 2 S UTC−6(−5DT) **KANSAS CITY**
N38°43.82′ W93°32.87′ **H–5C, L–27A**
870 B TPA—See Remarks NOTAM FILE COU Not insp. **DIAP, AD**

RWY 01–19: H12400X200 (CONC) S–150, D–220, 2S–175, 2T–585, 2D–426, 2D/2D2–840
PCN 72 R/B/W/T HIRL
RWY 01: ALSF1. PAPI. **RWY 19:** ALSF1. PAPI.

MILITARY SERVICE: LGT PAPI restricted to 5° left or right of Rwy 01–19 centerline. Rwy 19 PAPI glide slope and ILS glide slope not coincidental. **JASU** 2(A/M32A–86D) 1(AM32–95) **FUEL** J8. **FLUID** LPOX **OIL** SOAP
TRAN ALERT Opr Mon–Thu 1400–0400Z‡, Fri 1400–0300Z‡, weekends 1400–2200Z‡, clsd holidays. Limited de–icing of tran acft avbl. Fleet svc not avbl. Transient svc avbl for F16 acft, except the sensor chip inspection unavbl.

MILITARY REMARKS: Opr 24 hrs, from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays. See FLIP AP/1 Supplementary Arpt information. **RSTD** 24–48 hr PPR, DSN 975–1861, issued PPR valid for 1 hr prior/after ETA. Early/late arr/dep must re–coordinate. B52 opr only on rwy, other airfield areas rqr OG/CC approval. No over flight weapons storage area located ESE of rwy and city of Knob Noster located 1.5 NM NNW of fld. Acft with VIP ctc Base OPS 30 min prior to ldg. Ctc twr 10 min prior to ldg. **CAUTION** 112′ AGL twr 4000′ directly West/abeam Rwy 01 thld. Possible illusion of being high on final during night VFR apch to Rwy 01. Local acft fly 300 Kt in overhead pattern. West end of Twy B not visible from twr. Ctc ATIS, Twr or PTD for info. Bird haz. **TFC PAT** TPA–Helicopter 1400(530), rectangular 1900(1030), overhead 2400(1530). **MISC** Base OPS DSN 975–3101, C660–687–3101. During NOTAM snow removal operations or forecasted wx events ctc AMOPs at DSN 975–3101 or COMM 660–687–3101 for most current afld status. Wx Observations Visibility restrictions: Direct view of the runway is blocked by the B–2 maintenance docks. Visibility is further restricted by S–35 and buildings southward on the west side of the flight line and from by building 33 and buildings on the west side of the flight line. 20′ pole 185′ south of Twy C east. Class D Airspace effective Mon 1200–0400Z‡, Fri 1300–2200Z‡, Sat–Sun, Clsd hol other times CLASS E. Drag chutes and repack capabilities not avbl. No COMSEC avbl. ACC acft expect std reduced rwy separation (RRS). Tran ACC acft must notify twr on initial ctc if RRS is not desired. Wx opr 24 hrs, from Mon 0600Z‡ thru Fri 0500Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. Wx DSN 975–3062, C660–687–3062. Wx ops aircrews can receive wx briefing from 26 OWS at DSN 331–2651, C318–529–2651, Afld Wx is monitored by AN/FMQ–19 ASOS and augmented by human observer only during indicated hrs of operations. **ARNG** Opr Mon–Fri 1400–2230Z‡, DSN 975–5771.

COMMUNICATIONS: ATIS 118.725 239.025 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2200Z‡, clsd holidays) **PTD** 372.2
Ⓡ **APP CON** 127.45 284.0 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
TOWER 132.4 255.6 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays.)
GND CON 128.275 275.8 **CLNC DEL** 121.75 335.8
Ⓡ **DEP CON** 125.925 343.65 (Opr 24 hr Sat 0500Z‡ thru Mon 1300Z‡, Sat–Sun 2300–1400Z‡, holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
COMD POST 311.0 321.0 **PMSV METRO** 344.6 **303 TFS OPS** (GROUND HOG) 227.8 **HAWK OPS** 139.0 242.4 49.65

AIRSPACE: CLASS D svc Opr (24 hrs Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays), other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(L) TACAN Chan 35 SZL (109.8) N38°44.15′ W93°33.03′ at fld. 850/4E. No NOTAM MP Mon 0700–1300Z‡.
ILS 110.3 I–SZL Rwy 01. No NOTAM MP Tue, Thu 0700–1300Z‡.
ILS 108.5 I–MXJ Rwy 19. NO NOTAM MP Wed–Thu 1200–1500Z‡.
ASR (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2200Z‡, clsd holidays)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

LOC I-SZL	APCH CRS	Rwy Idg / THRE / Arpt Elev
110.3	007°	12,400 / 837 / 870

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

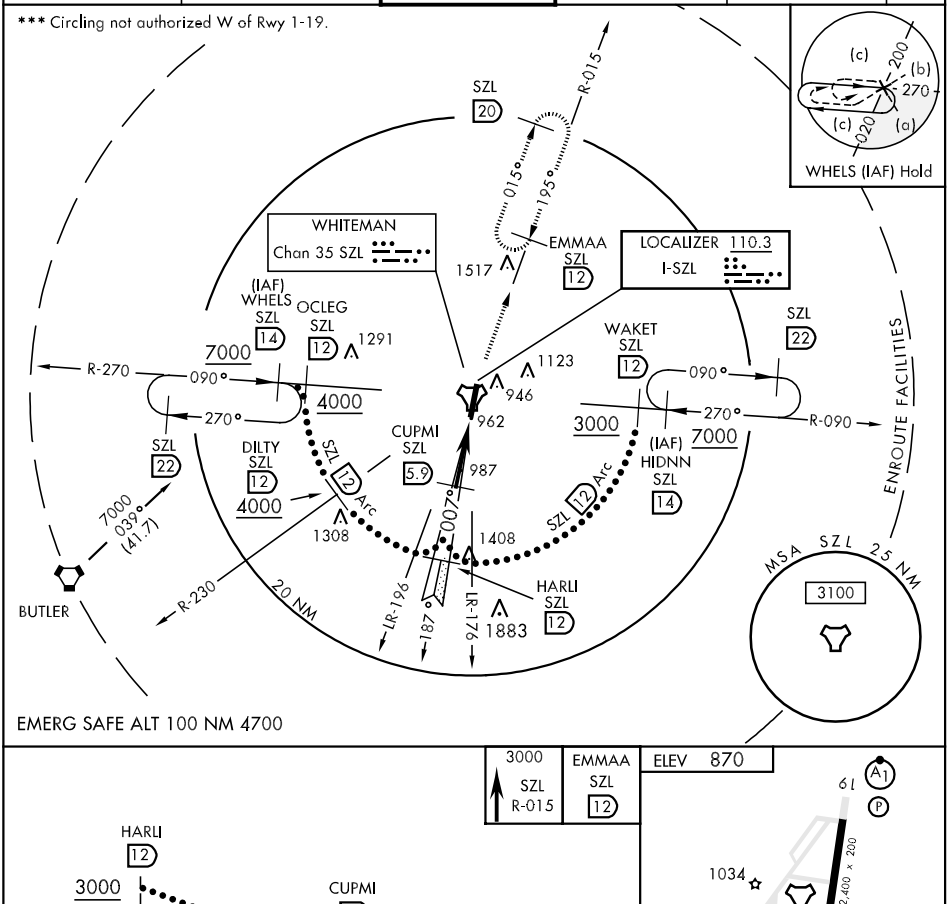
▼ * When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛ miles.

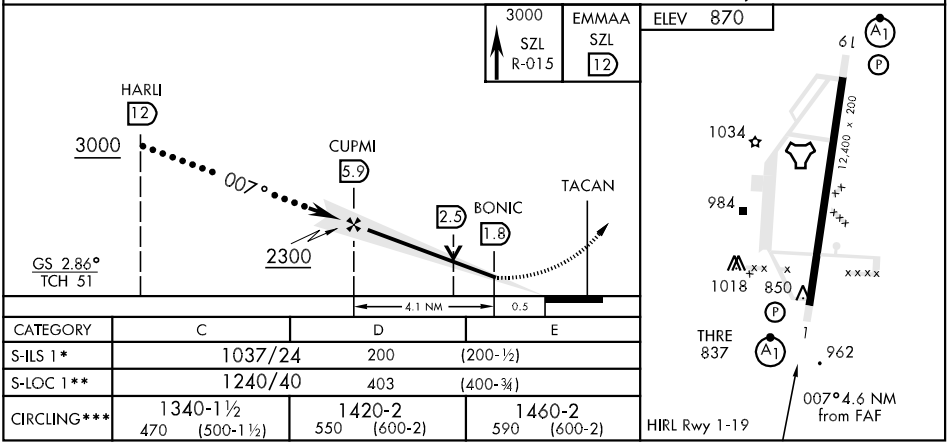
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.





CATEGORY	C	D	E
S-ILS 1*	1037/24 200 (200-½)		
S-LOC 1**	1240/40 403 (400-¾)		
CIRCLING***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-MXJ	APCH CRS	Rwy ldg 12,400 / THRE 870 / Arpt Elev 870
108.5	187°	

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

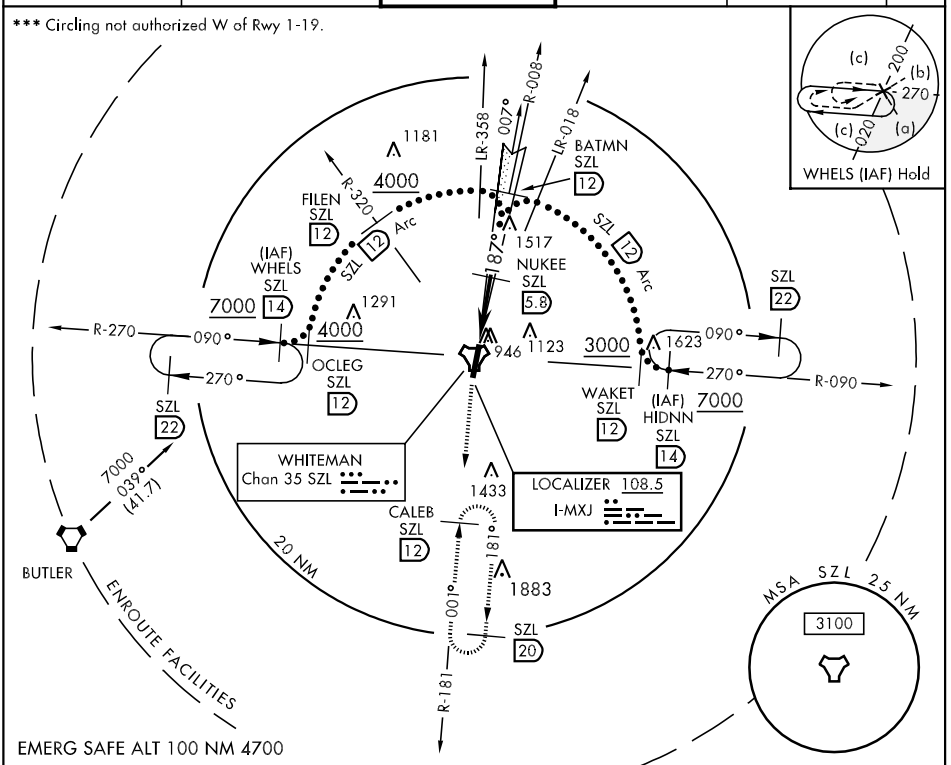
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 55 and vis to 1 mile.

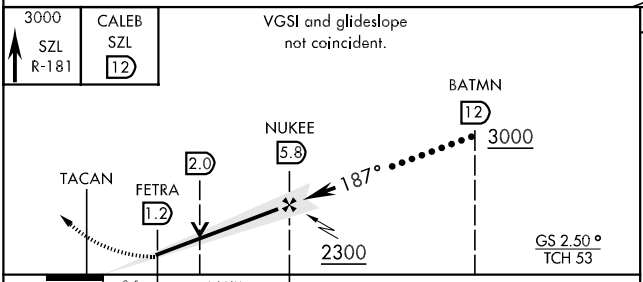
ALSF-1

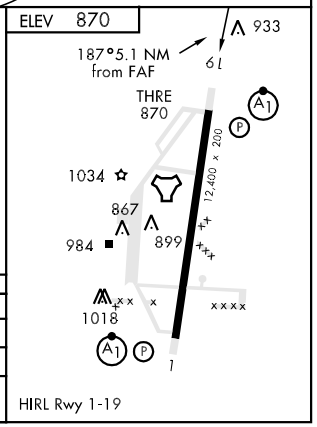
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.







CATEGORY	C	D	E
S-ILS 19 *	1070/24	200	(200-½)
S-LOC 19 **	1240/35	370	(400-⅝)
CIRCLING ***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

HI-TACAN RWY 1

TACAN	APCH CRS	Rwy Idg	12,400
SZL Chan 35	001°	THRE	837
		Arpt Elev	870

JAL-496 [USAF]

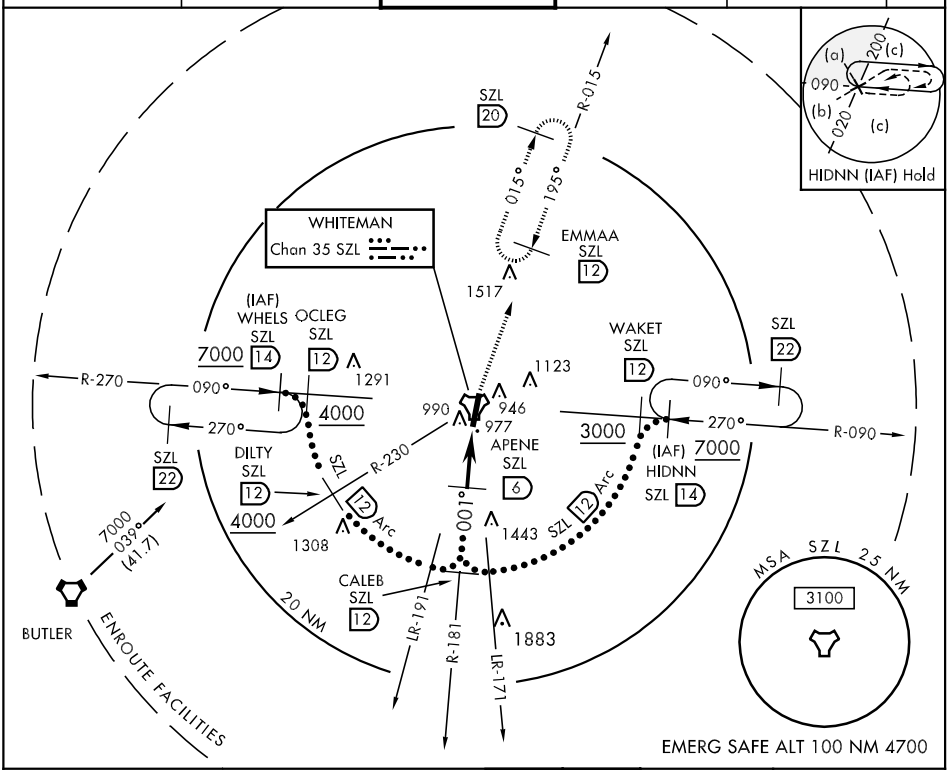
WHITEMAN AFB (KSZL)

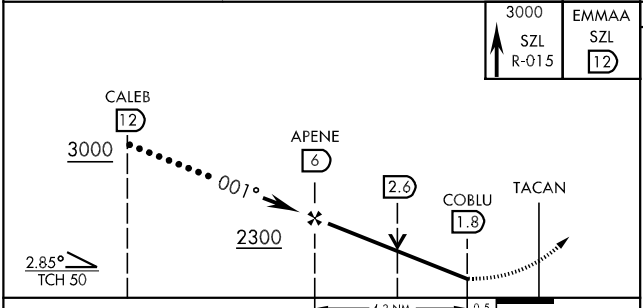
* When ALS inop, increase CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

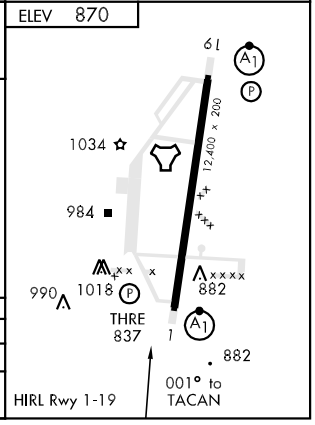
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	







CATEGORY	C	D	E
S-1 *	1260/40 423 (400-¾)		
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

TACAN	APCH CRS	Rwy Idg	12,400
SZL Chan 35	195°	THRE	870
		Arpt Elev	870

JAL-496 [USAF]

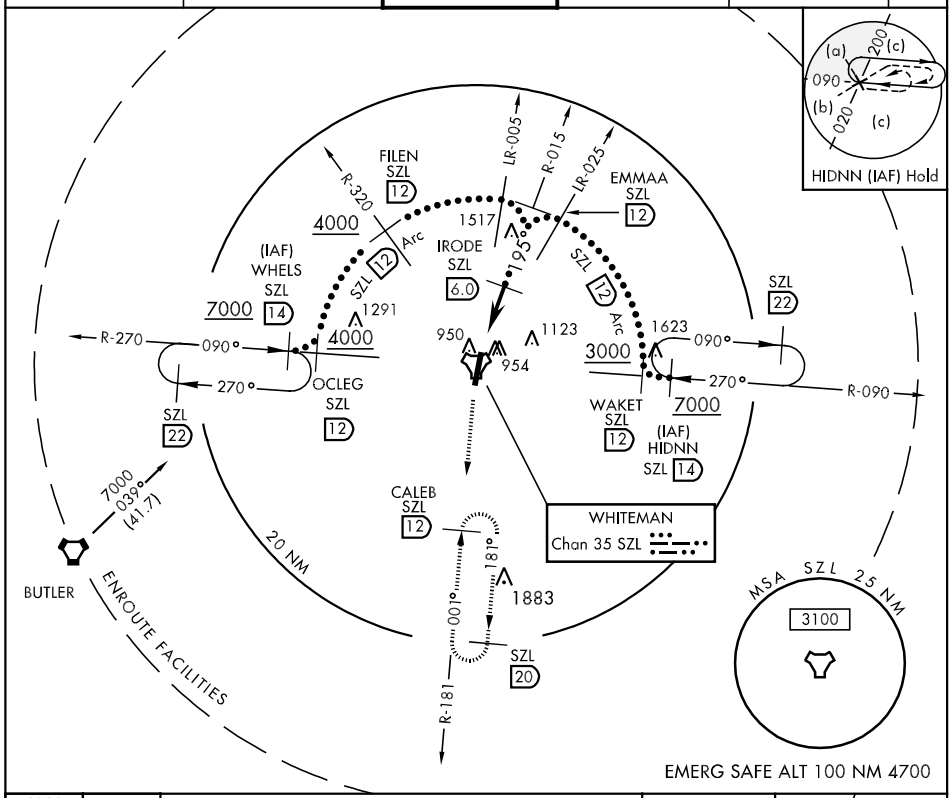
WHITEMAN AFB (KSZL)

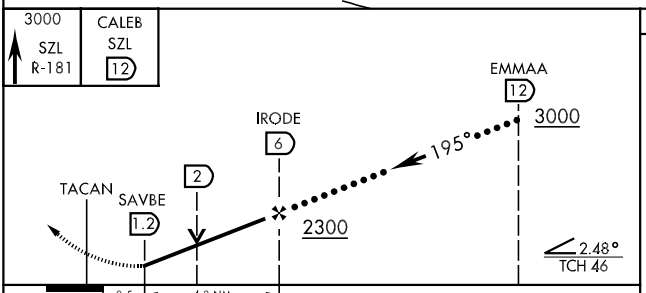
* When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 1-19.

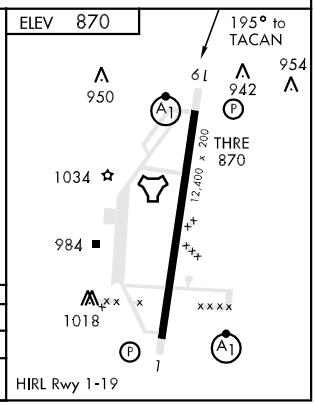
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	







CATEGORY	C	D	E
S-19 *	1260/40 390 (400-¾)		
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

ILS or LOC/DME RWY 1

LOC I-SZL 110.3	APCH CRS 007°	Rwy Idg 12,400 THRE 837 Arpt Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)

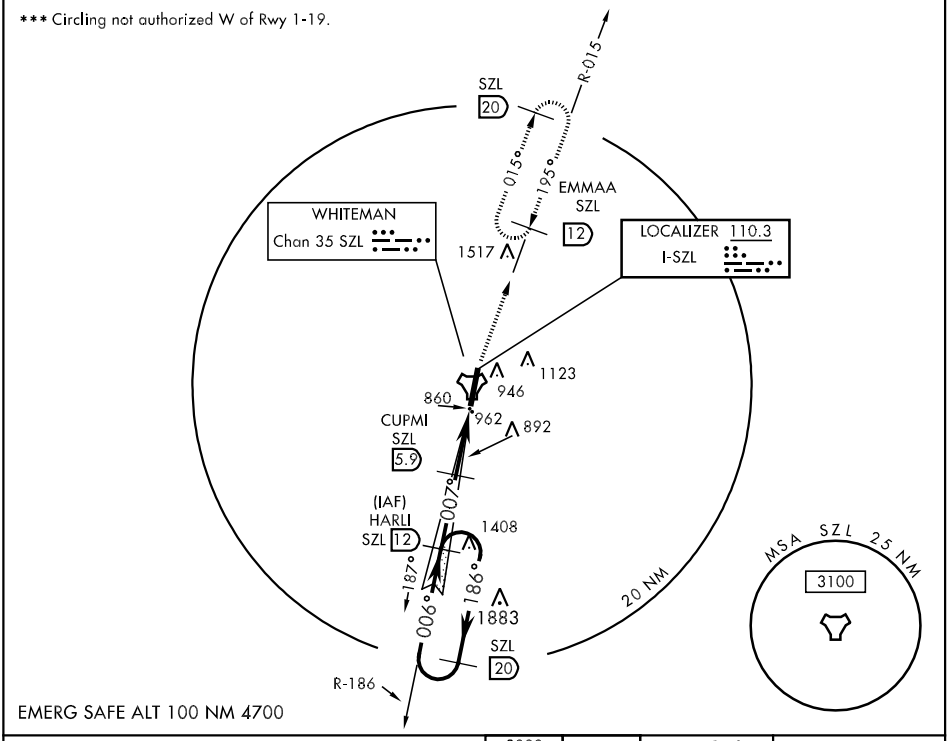
▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

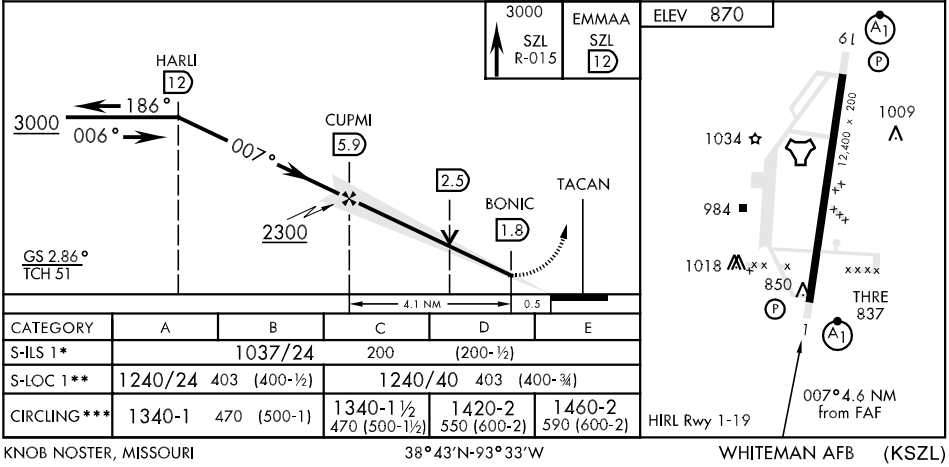
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.





CATEGORY	A	B	C	D	E
S-ILS 1*	1037/24		200 (200-½)		
S-LOC 1**	1240/24 403 (400-½)		1240/40 403 (400-¾)		
CIRCLING***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC/DME RWY 19

LOC I-MXJ 108.5	APCH CRS 187°	Rwy ldg 12,400 THRE 870 Arpt Elev 870

AL-496 [USAF]

WHITEMAN AFB (KSZL)

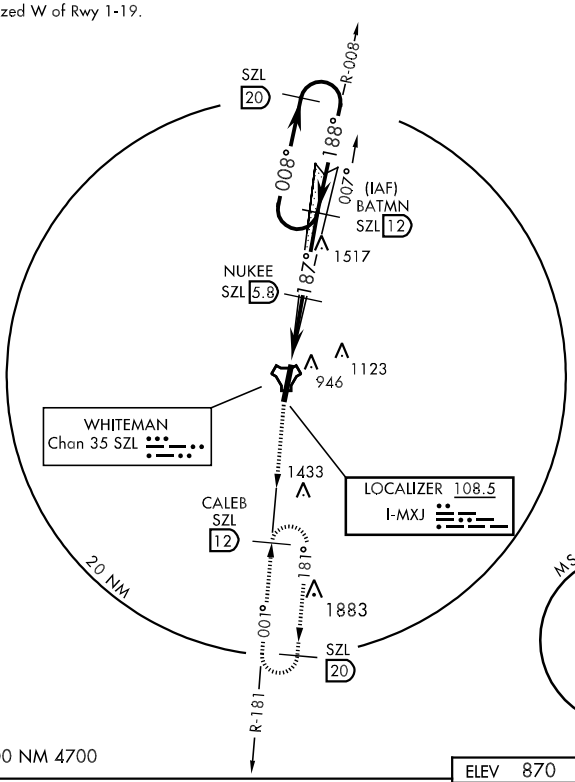
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

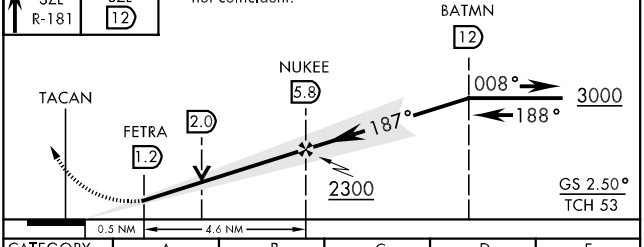
*** Circling not authorized W of Rwy 1-19.

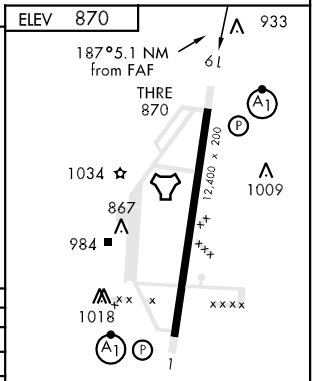


EMERG SAFE ALT 100 NM 4700

3000 SZL R-181 | CALEB SZL 12

VGSI and glideslope not coincident.





HIRL Rwy 1-19

CATEGORY	A	B	C	D	E
S-ILS 19 *	1070/24		200 (200-½)		
S-LOC 19 **	1240/24 370 (400-½)		1240/35 370 (400-⅝)		
CIRCLING ***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 1

WHITEMAN AFB (KSZL)

APCH CRS	Rwy ldg	12,400
007°	THRE	837
	Arpt Elev	870

AL-496 [USAF]

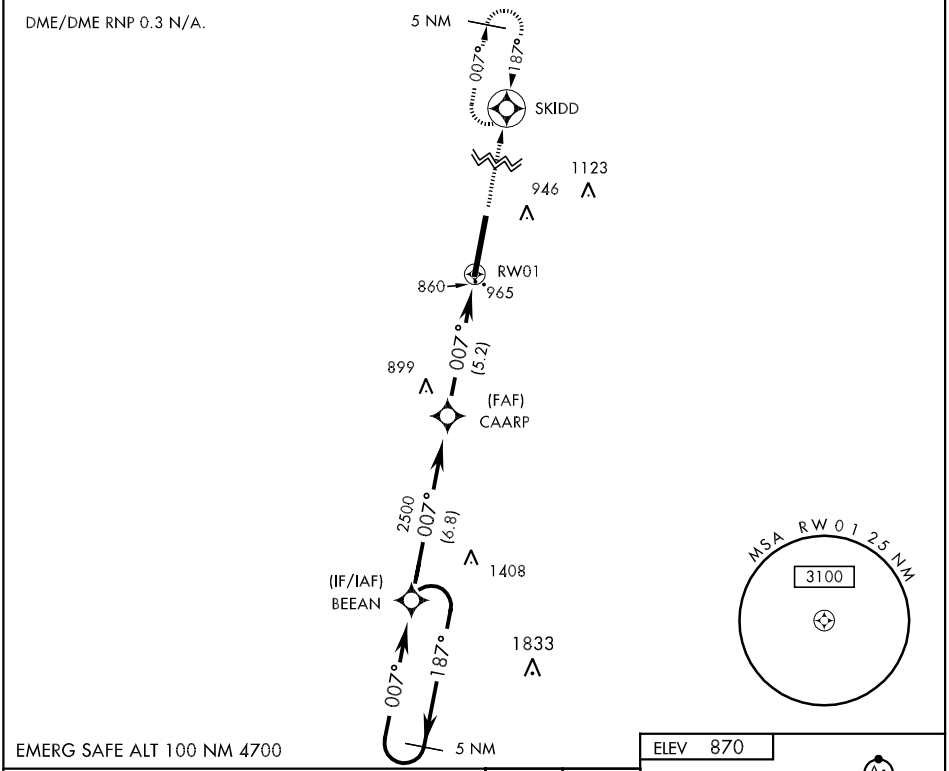
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

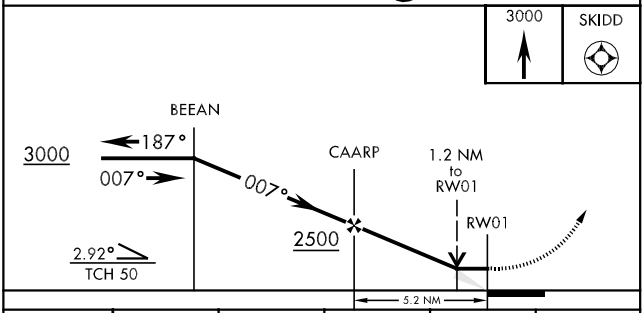
MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

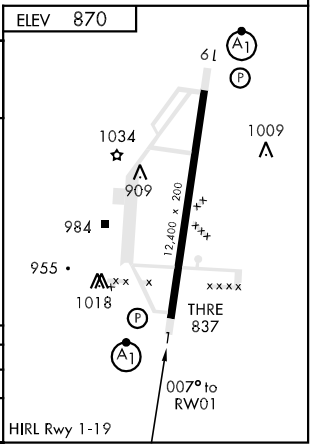
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 423 (400-½)		1260/40 423 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	12,400
187°	THRE	870
	Arpt Elev	870

AL-496[USAF]

WHITEMAN AFB (KSZL)

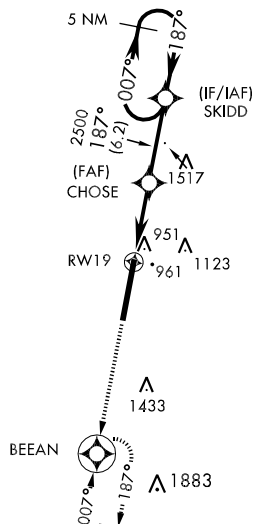
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 1-19.

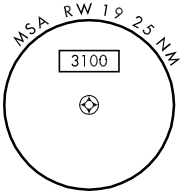
ALSF-1

MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

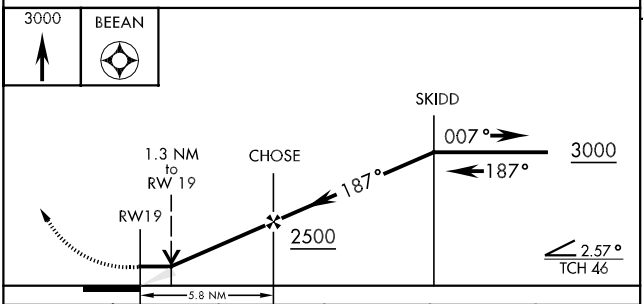
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

DME/DME RNP 0.3 N/A.

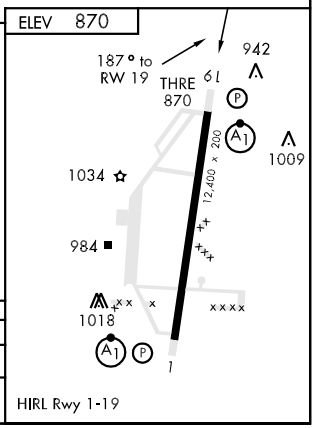




EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 390 (400-½)		1260/35 390 (400-⅝)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 1

TACAN	APCH CRS	Rwy Idg	12,400
Chan 35	001°	THRE	837
		Arpt Elev	870

AL-496 [USAF]

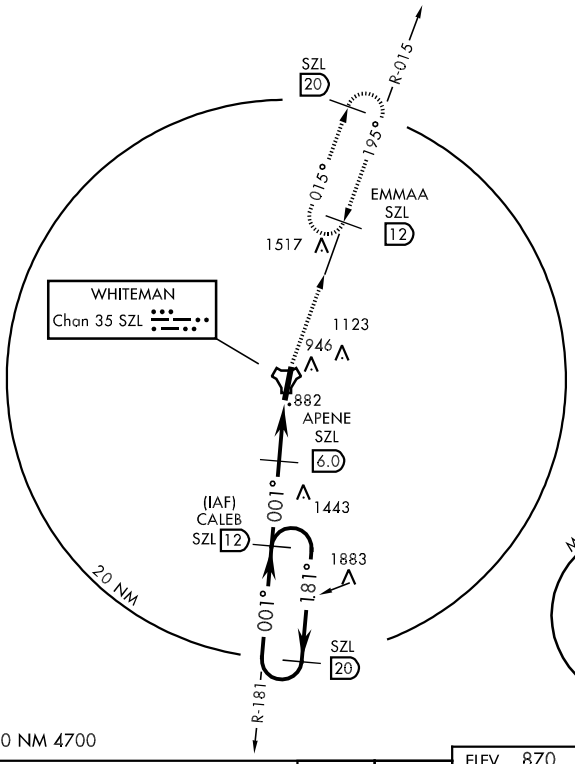
WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

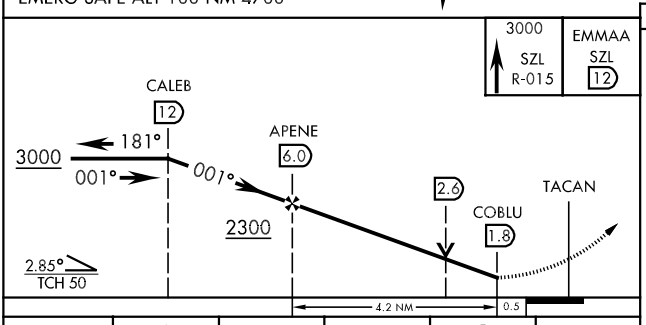
ALSF-1

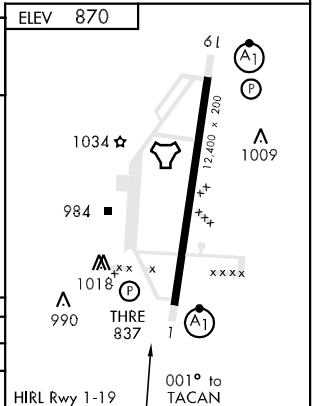
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-1 *	1260/24 423 (400-½)		1260/40 423 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 19

TACAN	APCH CRS	Rwy Idg	12,400
Chan 35	195°	THRE	870
		Arpt Elev	870

AL-496 [USAF]

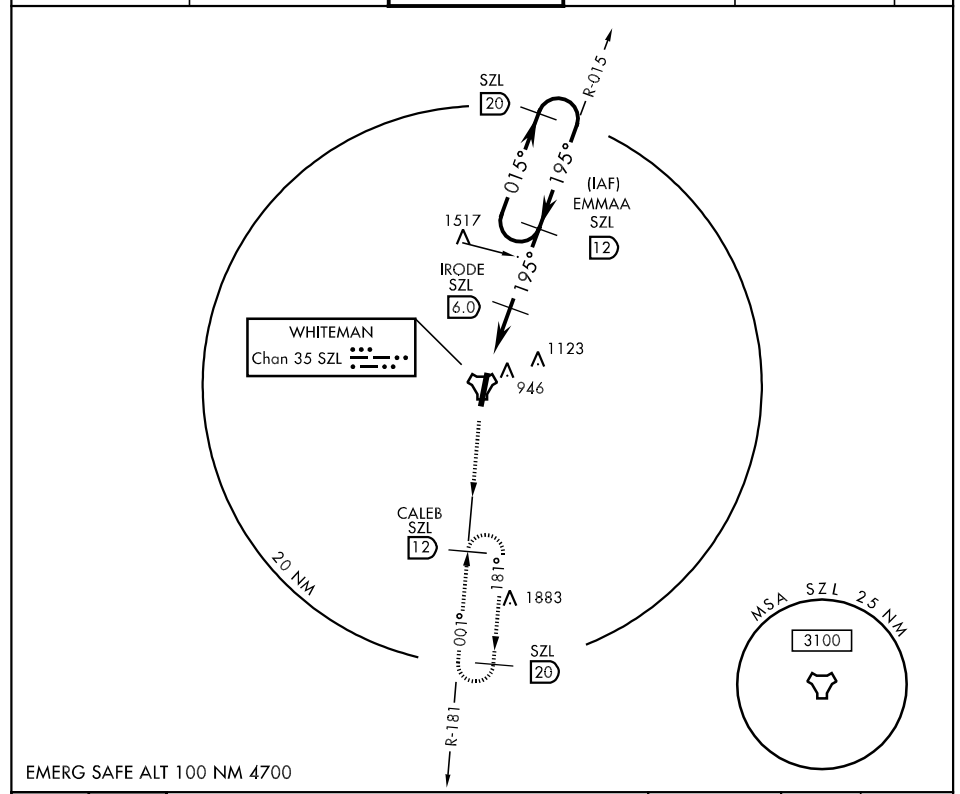
WHITEMAN AFB (KSZL)

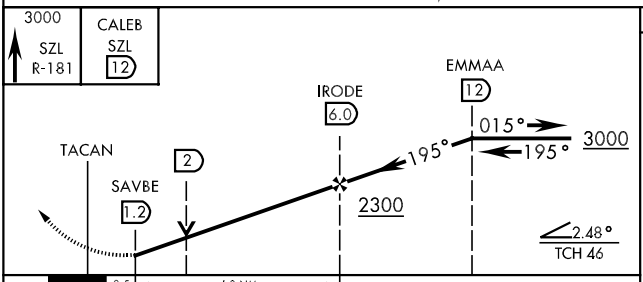
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 1-19.

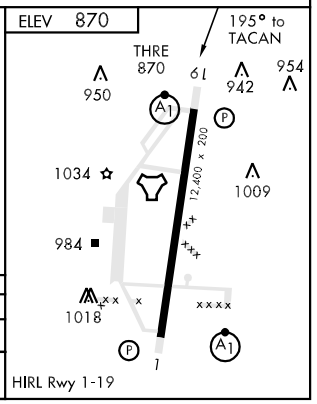
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	



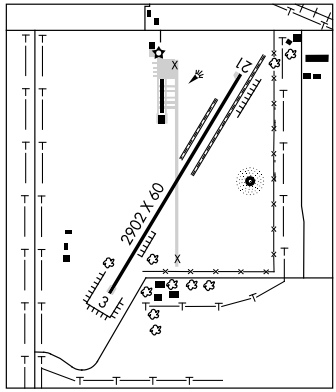




CATEGORY	A	B	C	D	E
S-19 *	1260/24	390 (400-½)	1260/40	390 (400-¾)	
CIRCLING **	1340-1	470 (500-1)	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LAMAR MUNI (LLU) 2 SW UTC−6(−5DT) N37°29.37′ W94°18.69′ KANSAS CITY
1009 B **FUEL** 100LL, MOGAS NOTAM FILE COU L–16F
RWY 03–21: H2902X60 (ASPH–AFSC) MIRL 0.4% up SW IAP
RWY 03: P-line. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel ctc number posted at fueling area. Ultralgt activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 002° 39.2 NM to fld. 1200/7E.
SPRING RIVER NDB (MHW) 356 LLU N37°29.22′ W94°18.61′ at fld.



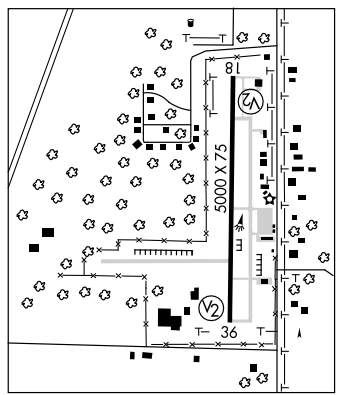
LAMBERT–ST LOUIS INTL (See ST LOUIS)

LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28′ W92°39.47′. NOTAM FILE COU. KANSAS CITY
NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon. Unmonitored. L–16G
RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC−6(−5DT) N37°38.90′ W92°39.15′ KANSAS CITY
1321 B **FUEL** 100LL, JET A1+ NOTAM FILE COU H–5D, L–16G
RWY 18–36: H5000X75 (ASPH) S–33, D–54 MIRL 0.3% up S IAP
RWY 18: PVASI(PSIL)—GA 3.0° TCH 37′. Trees.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 27′. Pline.
AIRPORT REMARKS: Attended 1300–0000Z‡. For fuel after hrs, call number posted on terminal door. Birds, deer and wildlife on and invof arpt. Sprayer acft on and invof arpt during spring and summer months. Rwy 18 PVASI OTS indef. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36—CTAF. PVASI Rwy 18 and Rwy 36 operate 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.975 (417) 533–3419.
COMMUNICATIONS: CTAF/UNICOM 122.8
LEBANON RCO 122.5 (COLUMBIA RADIO)
Ⓡ **SPRINGFIELD APP/DEP CON** 121.1 **CLNC DEL** 123.725
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 057° 37 NM to fld. 1240/4E. **HIWAS.**
LEBANON NDB (MHW) 414 IEB N37°34.28′ W92°39.47′ 360° 4.6 NM to fld. NOTAM FILE COU. Unmonitored.
SDF/DME 109.1 I–LBO Chan 28 Rwy 36 Unmonitored.



LEE C FINE MEM (See KAISER (LAKE OZARK))

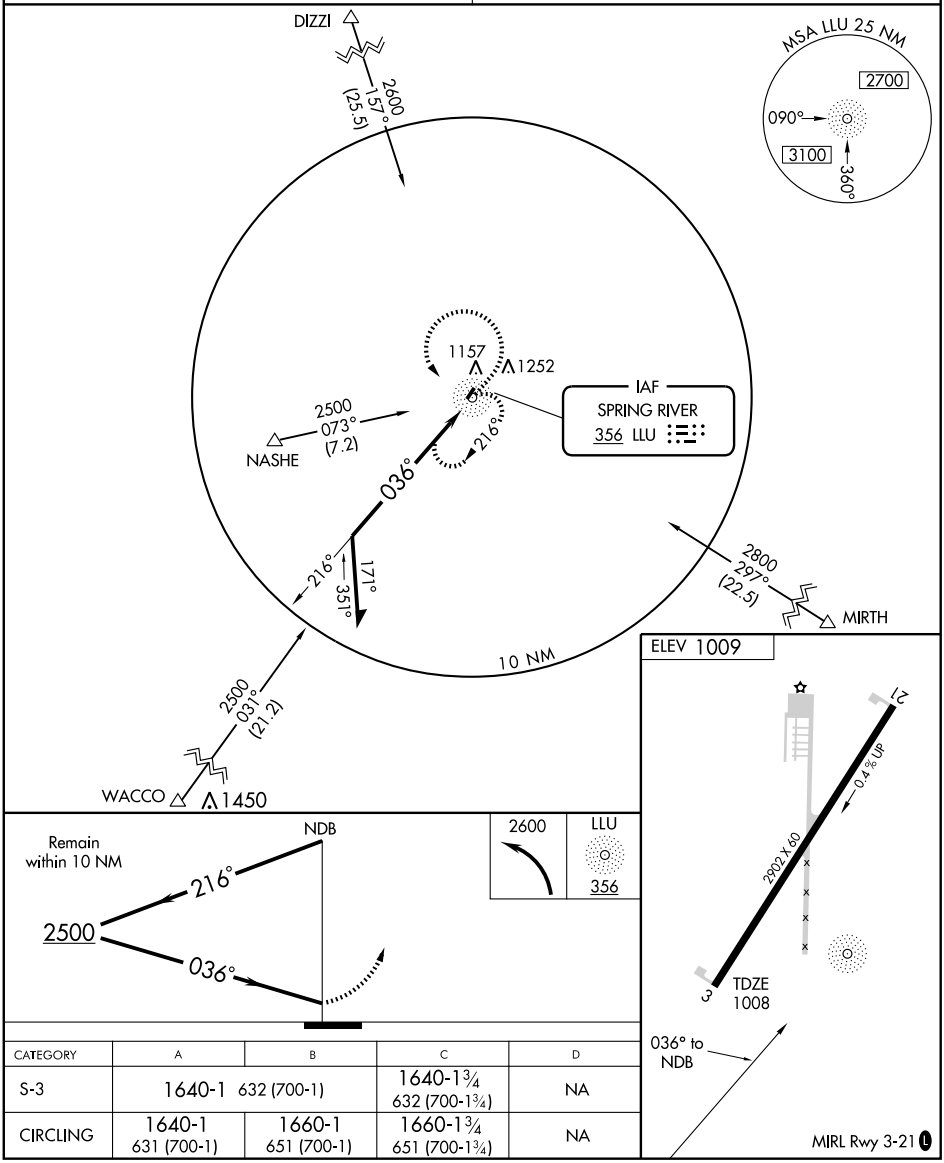
NDB LLU 356	APP CRS 036°	Rwy Idg 2902 TDZE 1008 Apt Elev 1009

NDB RWY 3
LAMAR MUNI (LLU)

T A NA — Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA. Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.

KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L



CATEGORY	A	B	C	D
S-3	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1640-1 631 (700-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

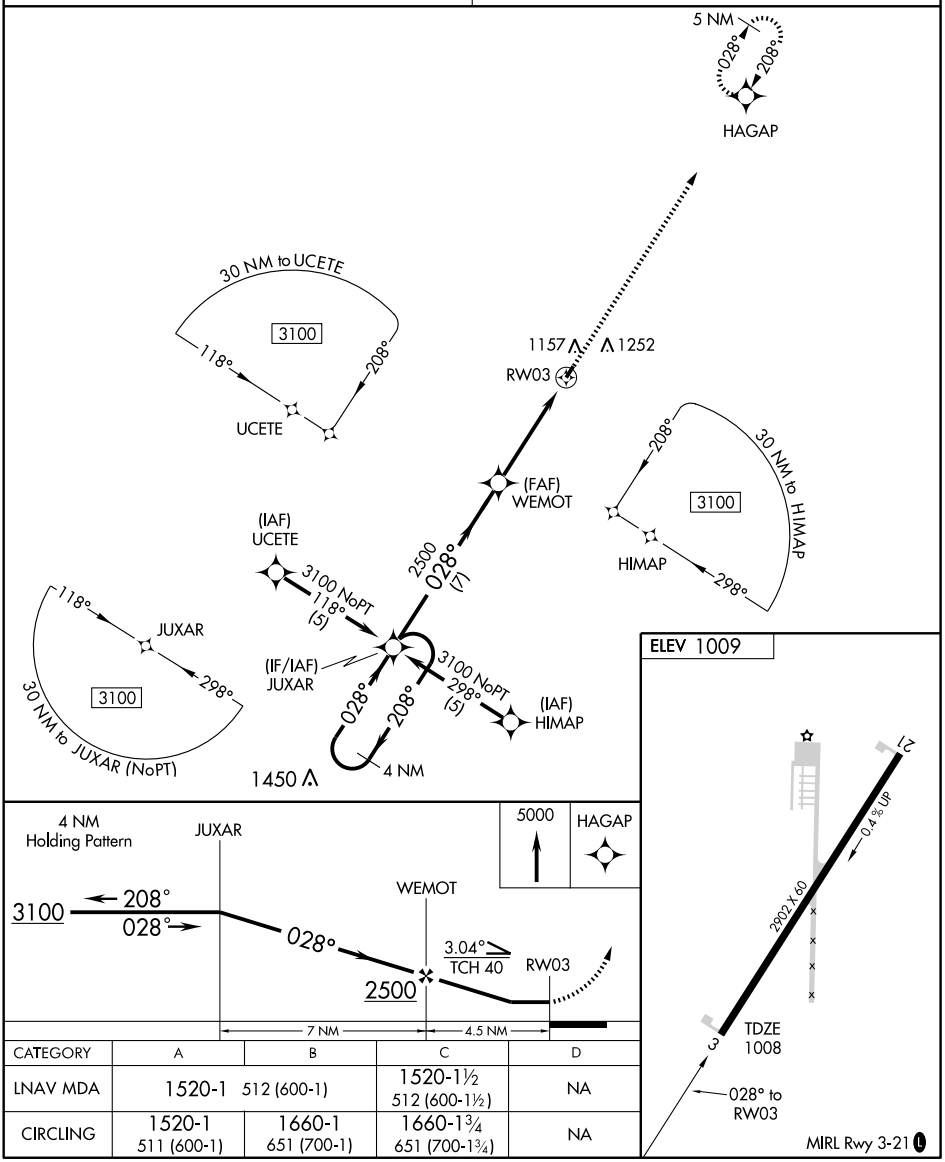
APP CRS	Rwy Idg	2902
028°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 3
LAMAR MUNI (LLU)

Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

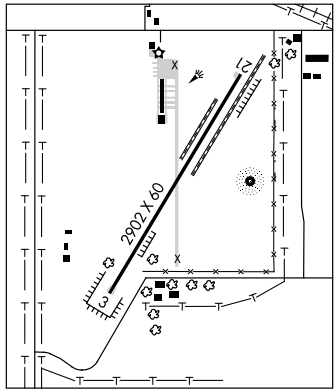
KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1520-1 512 (600-1)		1520-1½ 512 (600-1½)	NA
CIRCLING	1520-1 511 (600-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LAMAR MUNI (LLU) 2 SW UTC−6(−5DT) N37°29.37′ W94°18.69′ KANSAS CITY
1009 B **FUEL** 100LL, MOGAS NOTAM FILE COU L–16F
RWY 03–21: H2902X60 (ASPH–AFSC) MIRL 0.4% up SW IAP
RWY 03: P-line. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel ctc number posted at fueling area. Ultralgt activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 002° 39.2 NM to fld. 1200/7E.
SPRING RIVER NDB (MHW) 356 LLU N37°29.22′ W94°18.61′ at fld.



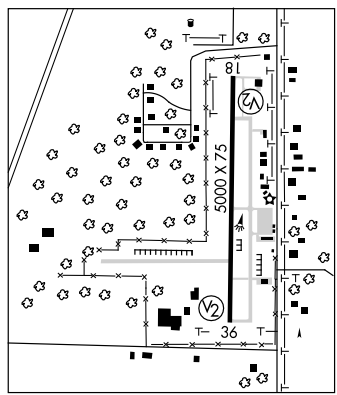
LAMBERT–ST LOUIS INTL (See ST LOUIS)

LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28′ W92°39.47′. NOTAM FILE COU. KANSAS CITY
NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon. Unmonitored. L–16G
RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC−6(−5DT) N37°38.90′ W92°39.15′ KANSAS CITY
1321 B **FUEL** 100LL, JET A1+ NOTAM FILE COU H–5D, L–16G
RWY 18–36: H5000X75 (ASPH) S–33, D–54 MIRL 0.3% up S IAP
RWY 18: PVASI(PSIL)—GA 3.0° TCH 37′. Trees.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 27′. Pline.
AIRPORT REMARKS: Attended 1300–0000Z‡. For fuel after hrs, call number posted on terminal door. Birds, deer and wildlife on and invof arpt. Sprayer acft on and invof arpt during spring and summer months. Rwy 18 PVASI OTS indef. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36—CTAF. PVASI Rwy 18 and Rwy 36 operate 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.975 (417) 533–3419.
COMMUNICATIONS: CTAF/UNICOM 122.8
LEBANON RCO 122.5 (COLUMBIA RADIO)
Ⓡ **SPRINGFIELD APP/DEP CON** 121.1 **CLNC DEL** 123.725
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 057° 37 NM to fld. 1240/4E. **HIWAS.**
LEBANON NDB (MHW) 414 IEB N37°34.28′ W92°39.47′ 360° 4.6 NM to fld. NOTAM FILE COU. Unmonitored.
SDF/DME 109.1 I–LBO Chan 28 Rwy 36 Unmonitored.



LEE C FINE MEM (See KAISER (LAKE OZARK))

APP CRS	Rwy Idg	5000
179°	TDZE	1316
	Apt Elev	1321

RNAV (GPS) RWY 18

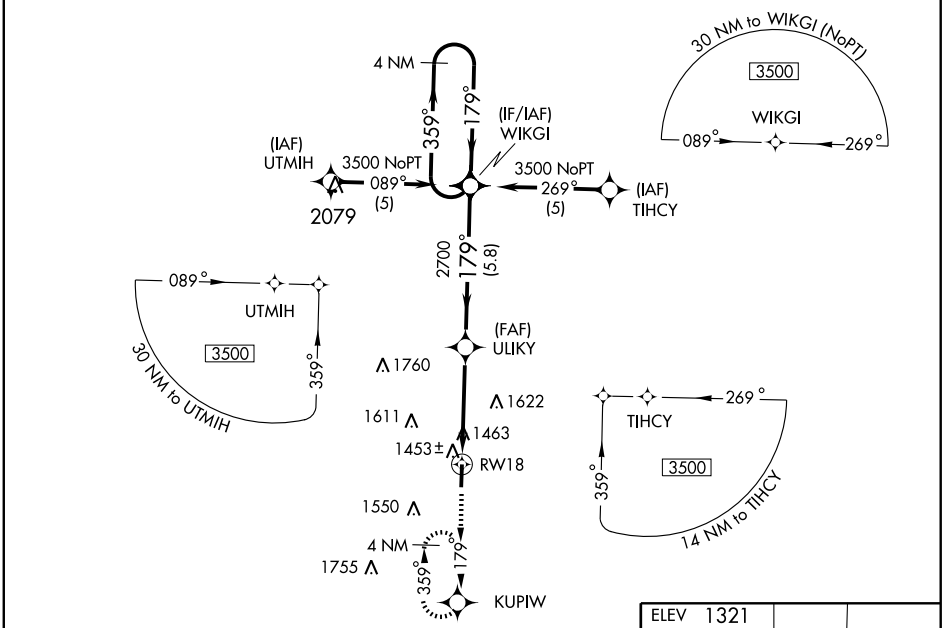
LEBANON/ FLOYD W. JONES LEBANON (LBO)

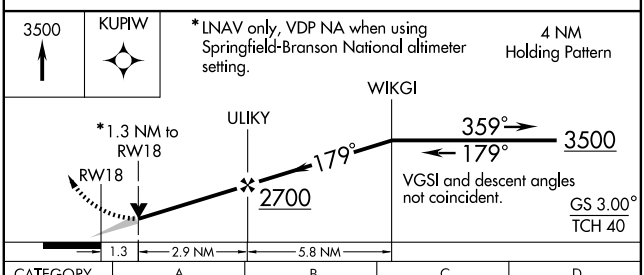
T When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.

NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

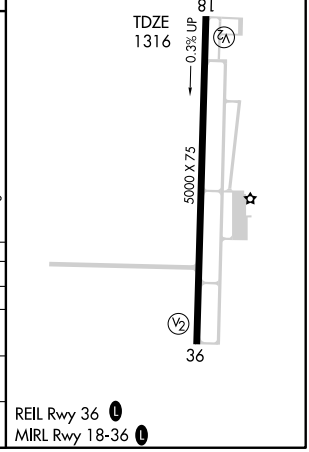
MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1937-2 ¼	621 (700-2 ¼)		
LNAV MDA	1760-1	444 (500-1)	1760-1¼	444 (500-1¼)
CIRCLING	1820-1	499 (500-1)	1820-1½ 499 (500-1½)	1980-2 659 (700-2)



REIL Rwy 36 L

MIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5000
359°	TDZE	1321
	Apt Elev	1321

RNAV (GPS) RWY 36

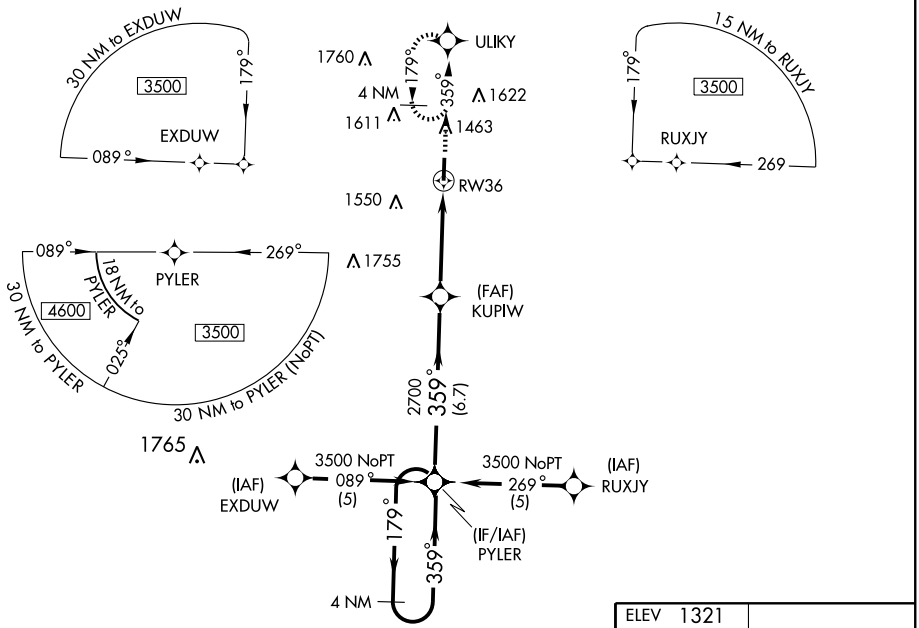
LEBANON/ FLOYD W. JONES LEBANON (LBO)

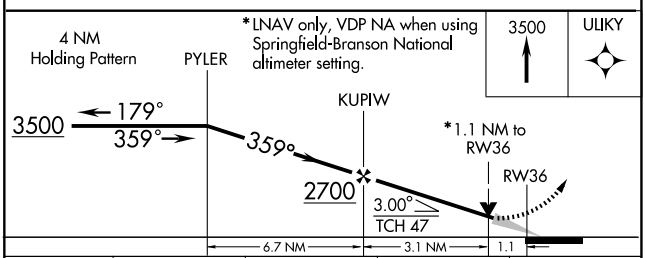
When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.

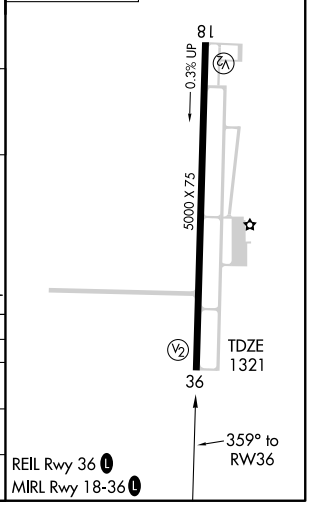
NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1680-1¼ 359 (400-1¼)			
LNAV MDA	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

SDF LBO	APP CRS	Rwy Idg	5000
109.1	359°	TDZE	1321
Chan 28		Apt Elev	1321

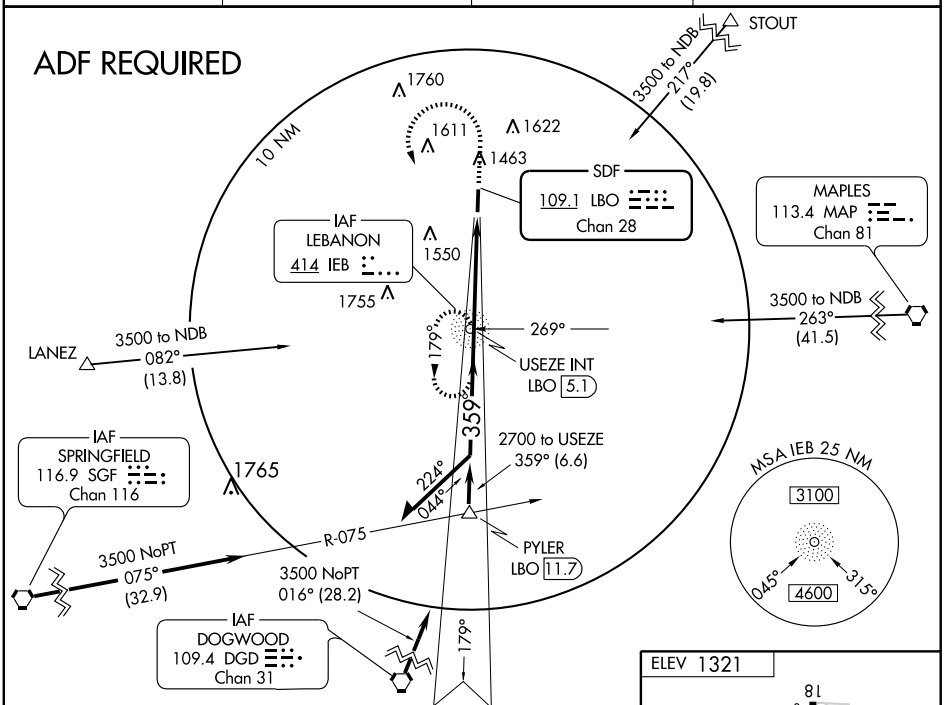
SDF RWY 36

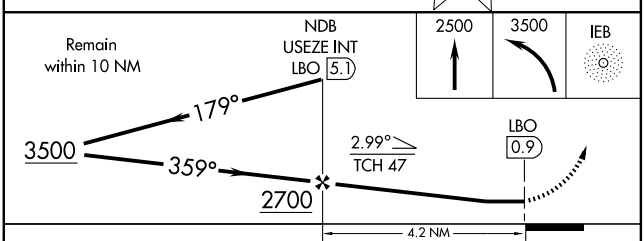
LEBANON/ FLOYD W. JONES LEBANON (LBO)

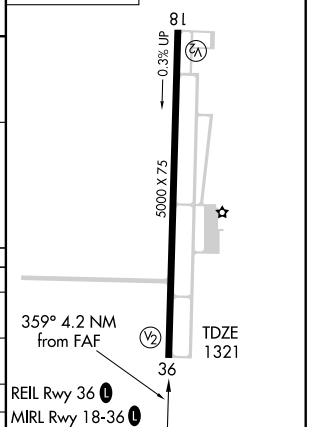
When local altimeter setting not received, use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)
SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS				
S-36	1800-1 479 (500-1)		1800-1¼ 479 (500-1¼)	1800-1½ 479 (500-1½)
CIRCLING	1920-1 599 (600-1)		1960-1¾ 639 (700-1¾)	2120-2½ 799 (800-2½)

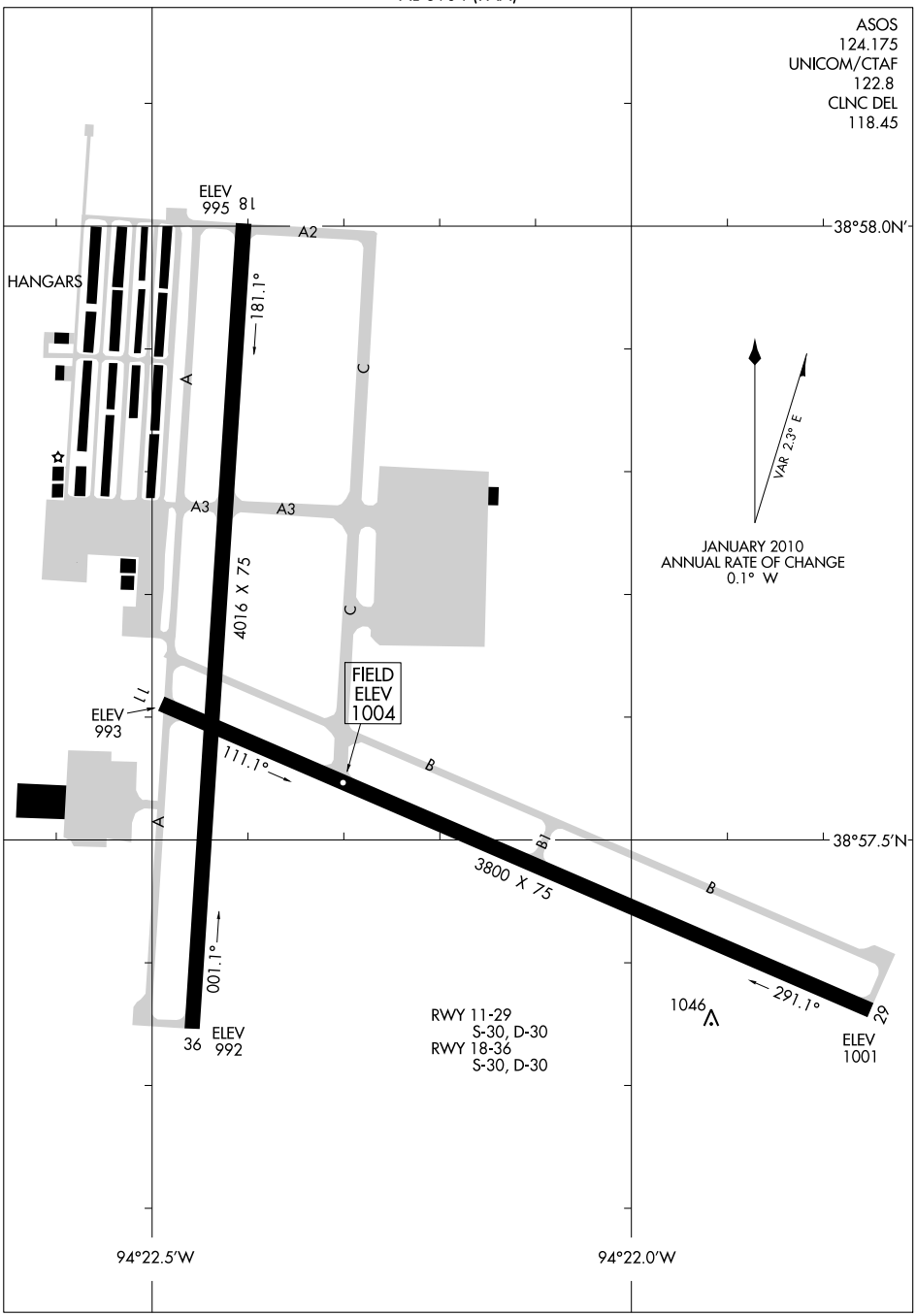
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-6104 (FAA)

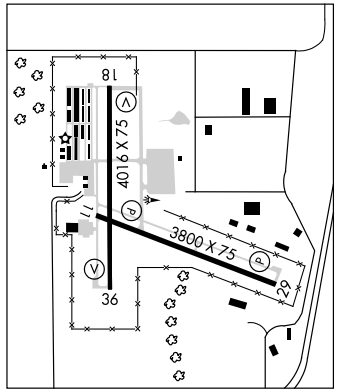
LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

LEE'S SUMMIT MUNI (LXT) 3 N UTC−6(−5DT) N38°57.58′ W94°22.28′ KANSAS CITY
1004 B S4 **FUEL** 100LL, JET A, MOGAS OX 4 TPA—See Remarks NOTAM FILE LXT L–10J, A
RWY 18–36: H4016X75 (CONC) S–30, D–30 MIRL IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.5° TCH 31′.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 31′. Rgt tfc.
RWY 11–29: H3800X75 (CONC) S–30, D–30 MIRL
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 29: REIL. PAPI(P4R)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1130Z‡–dusk; attended 1 hr after sunset. Wildlife on and invof arpt. When winds are less than 5 knots use Rwy 18. Apch ends of Rwy 18, Rwy 36 and Rwy 29 are not mutually visible due to terrain and trees. No rgt turns under 2500′ or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500′ or within ½ mile of the end of the rwy when departing on Rwy 18. No left turns under 2500′ or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11–29 and Rwy 18–36 preset on low ints dusk–0400Z‡, for higher ints after 0400Z‡ ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 and VASI Rwy 18 and Rwy 36 on continuously.

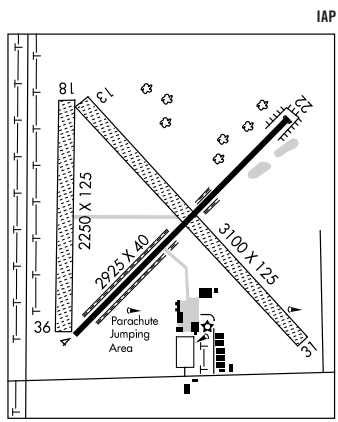


WEATHER DATA SOURCES: ASOS 124.175 (816) 347–9807.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 118.45
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 227° 14.0 NM to fld. 878/7E.

LEWIS CO RGNL (See MONTICELLO)

LEXEY N39°23.22′ W94°40.62′ NOTAM FILE MCI. KANSAS CITY
NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl. A

LEXINGTON MUNI (4K3) 3 NW UTC−6(−5DT) N39°12.59′ W93°55.66′ KANSAS CITY
691 B **FUEL** 100LL NOTAM FILE COU L–27A
RWY 13–31: 3100X125 (TURF) IAP
RWY 13: P-lines. **RWY 31:** Road.
RWY 04–22: H2925X40 (ASPH) LIRL (NSTD)
RWY 04: P-lines. **RWY 22:** Trees.
RWY 18–36: 2250X125 (TURF)
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1500Z‡–dusk, Sat–Sun 1400Z‡–dusk. 100LL unavbl indef. Parachute Jumping. Birds invof arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and invof arpt. Trees in rwy visibility zone between Rwy 22 end and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1–50′ tall trees and brush first 1,000′ of Rwy 22, 86–250′ N of rwy pavement edge and 100–250′ S of rwy pavement edge. Rwy 04–22 rough large pits in surface, cracks, tall grass and weeds growing in cracks. Rwy 18–36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04–22 NSTD LIRL, spacing of rwy lgts varies from 240–250′, 6 thld lgts located 20′ NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04–22—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7
KANSAS CITY CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 047° 11.6 NM to fld. 878/7E.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-780 (FAA)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

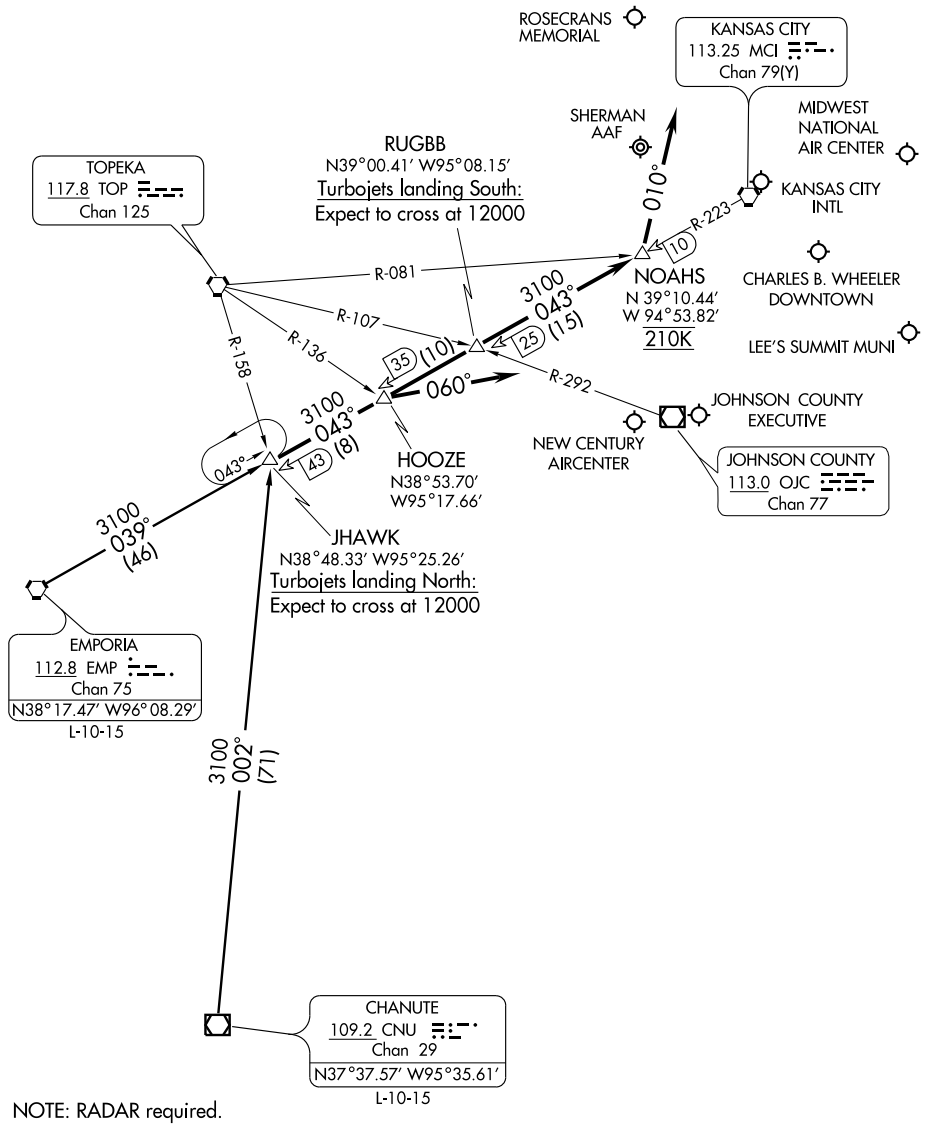
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3800
CH 99405	109°	TDZE	1004
W11A		Apt Elev	1004

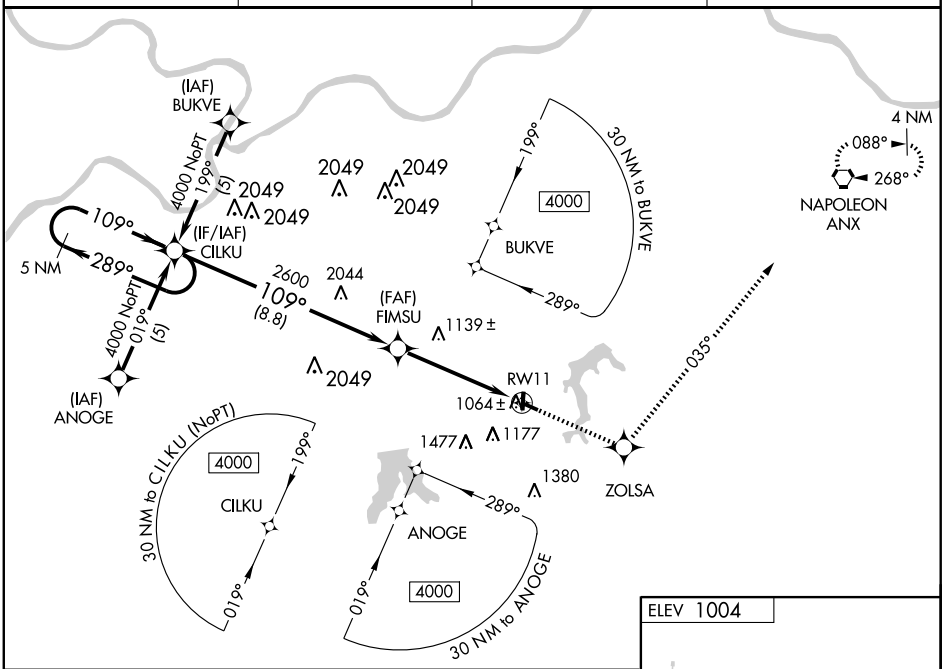
RNAV (GPS) RWY 11

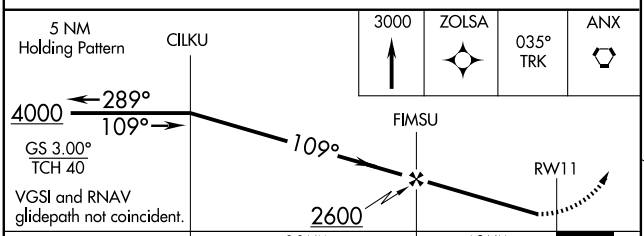
LEE'S SUMMIT MUNI (LXT)

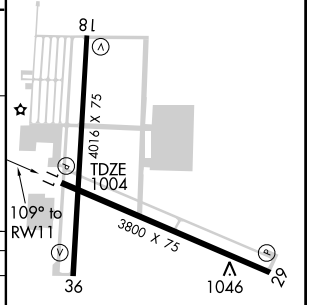
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZOLSA and via 035° track ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1334-1¼ 330 (400-1¼)			NA
LNAV MDA	1400-1 396 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4016
CH 82204	179°	TDZE	998
W18A		Apt Elev	1004

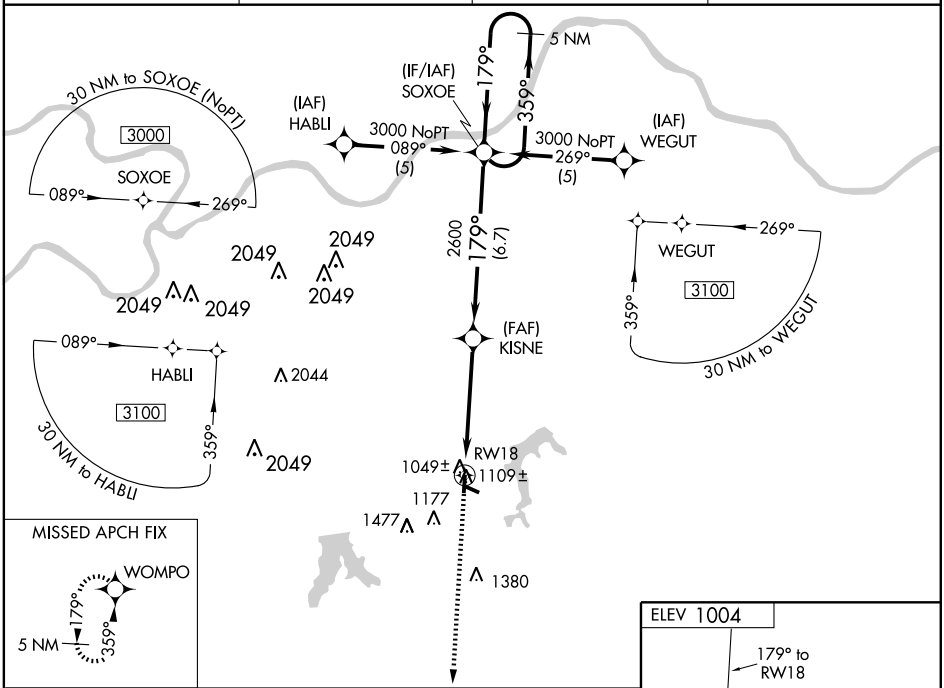
RNAV (GPS) RWY 18

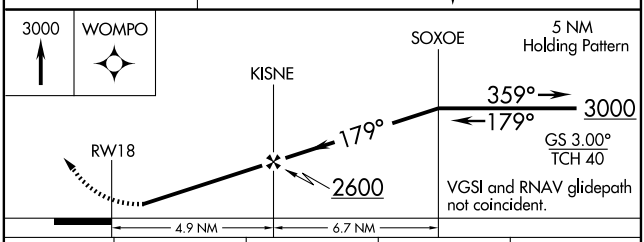
LEE'S SUMMIT MUNI (LXT)

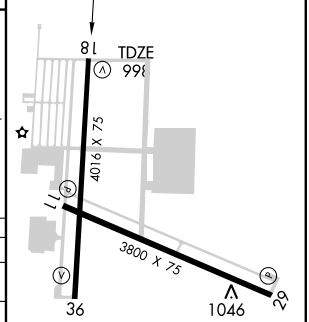
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1248-1 250 (300-1)			NA
LNAV/VNAV DA	1378-1¼ 380 (400-1¼)			NA
LNAV MDA	1360-1 362 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3800
CH 48905	289°	TDZE	1004
W29A		Apt Elev	1004

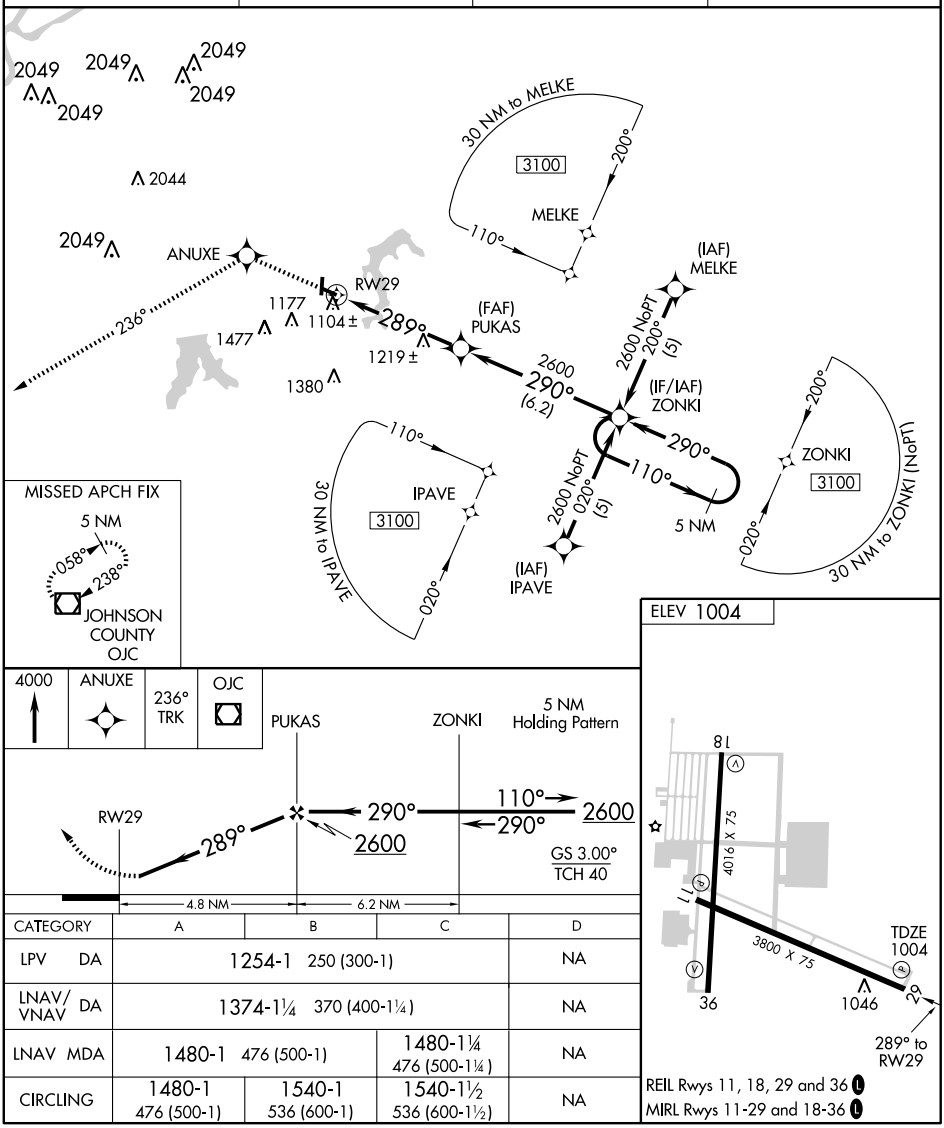
RNAV (GPS) RWY 29

LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1374-1¼ 370 (400-1¼)			NA
LNAV MDA	1480-1 476 (500-1)		1480-1¼ 476 (500-1¼)	NA
CIRCLING	1480-1 476 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

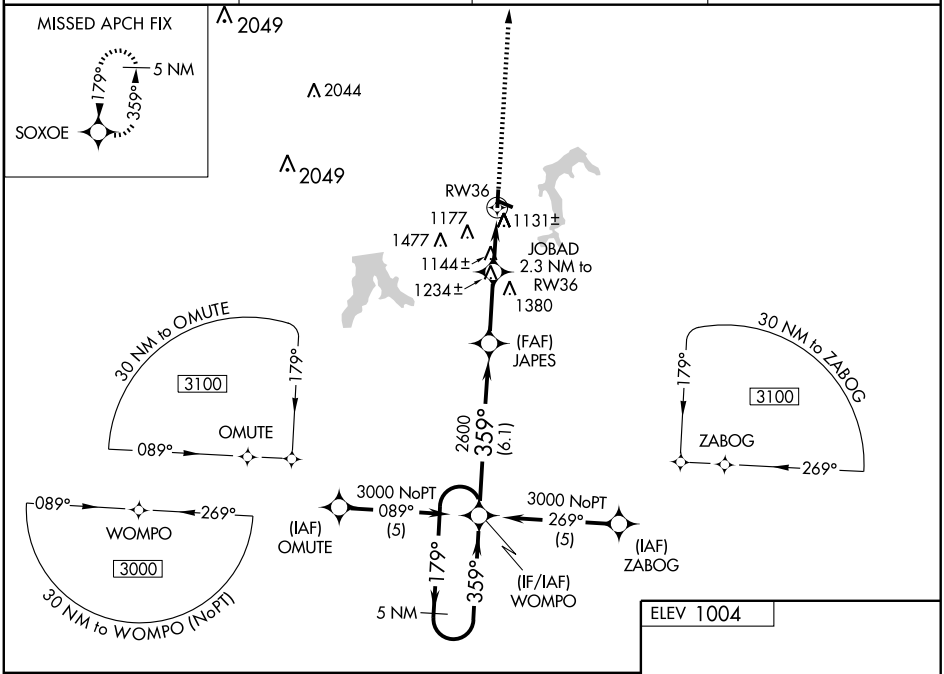
WAAS	APP CRS	Rwy Idg 4016
CH 48805	359°	TDZE 998
W36A		Apt Elev 1004

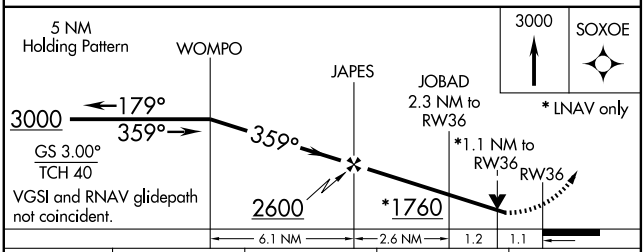
RNAV (GPS) RWY 36
LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

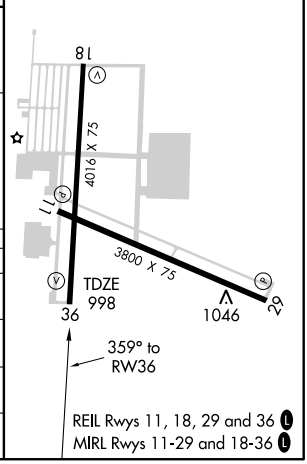
MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1331-1¼ 333 (400-1¼)			NA
LNAV/VNAV DA	1530-2 532 (600-2)			NA
LNAV MDA	1420-1 422 (500-1)		1420-1¼ 422 (500-1¼)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

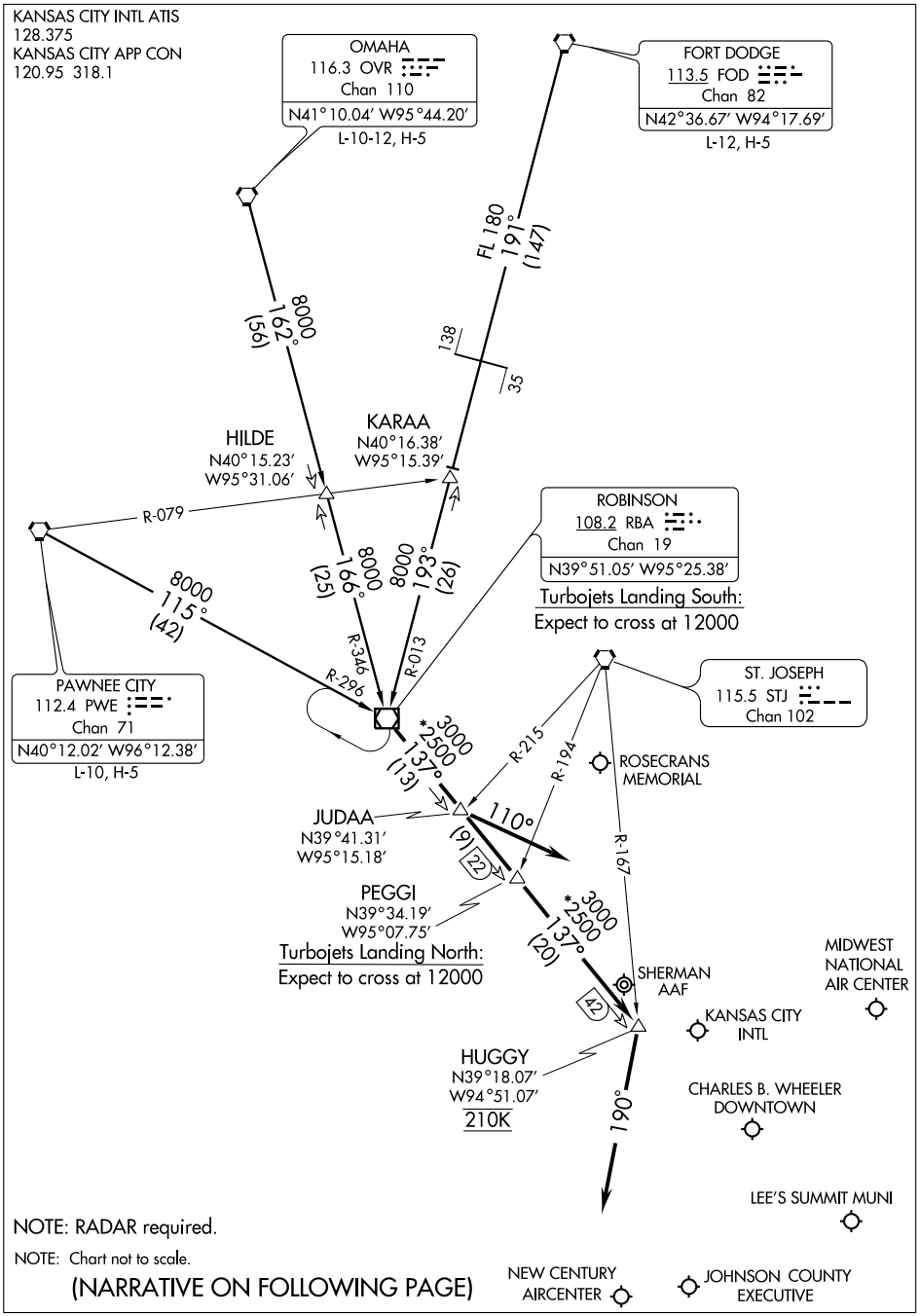


NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

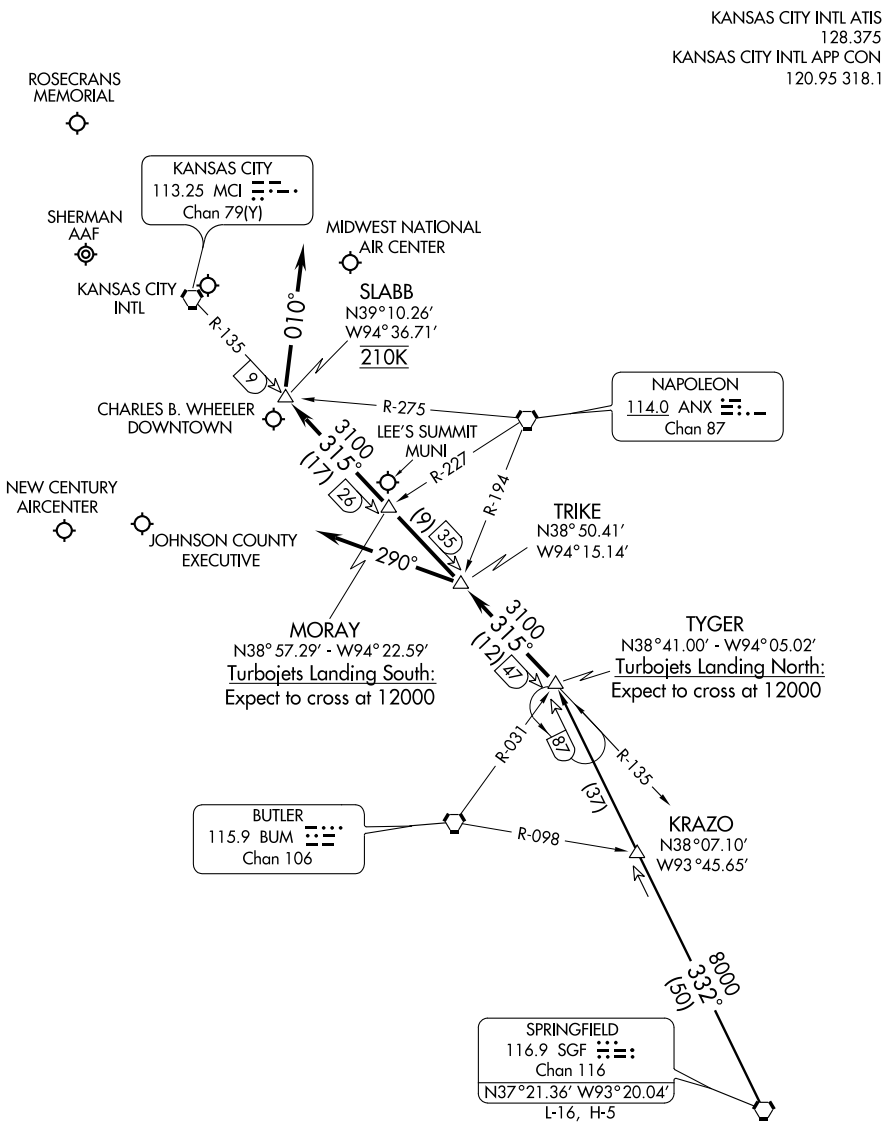
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC ANX 114.0 Chan 87	APP CRS 229°	Rwy Idg N/A TDZE N/A Apt Elev 1004

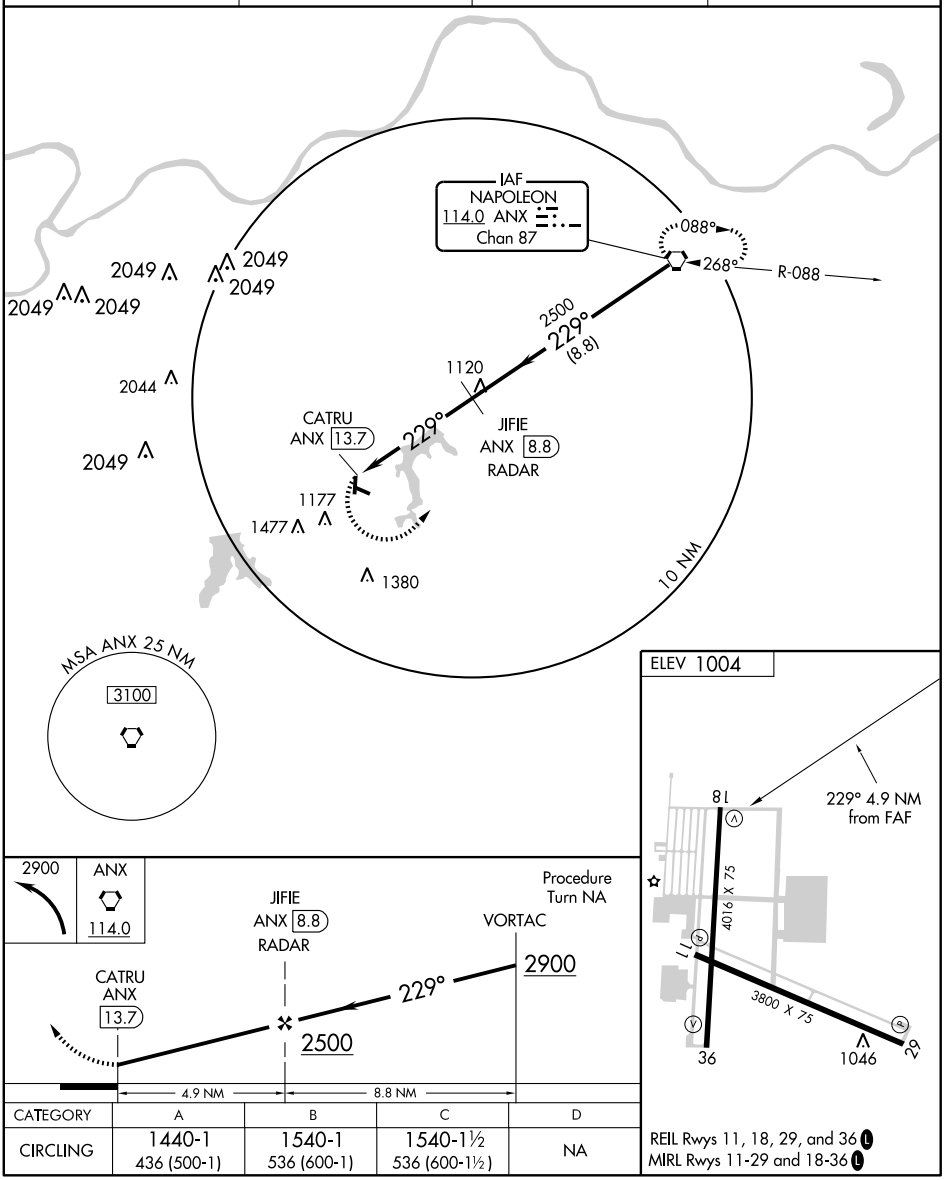
VOR/DME-A

LEE'S SUMMIT MUNI (LXT)

T
NA When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L

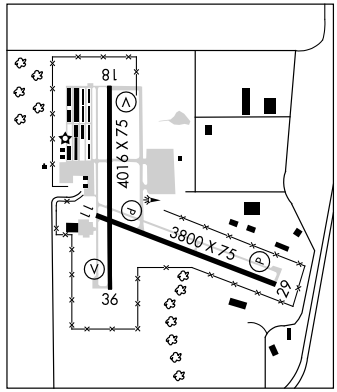


CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29, and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010

LEE'S SUMMIT MUNI (LXT) 3 N UTC−6(−5DT) N38°57.58′ W94°22.28′ KANSAS CITY
1004 B S4 **FUEL** 100LL, JET A, MOGAS OX 4 TPA—See Remarks NOTAM FILE LXT L–10J, A
RWY 18–36: H4016X75 (CONC) S–30, D–30 MIRL IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.5° TCH 31′.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 31′. Rgt tfc.
RWY 11–29: H3800X75 (CONC) S–30, D–30 MIRL
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 29: REIL. PAPI(P4R)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1130Z‡–dusk; attended 1 hr after sunset. Wildlife on and invof arpt. When winds are less than 5 knots use Rwy 18. Apch ends of Rwy 18, Rwy 36 and Rwy 29 are not mutually visible due to terrain and trees. No rgt turns under 2500′ or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500′ or within ½ mile of the end of the rwy when departing on Rwy 18. No left turns under 2500′ or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11–29 and Rwy 18–36 preset on low ints dusk–0400Z‡, for higher ints after 0400Z‡ ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 and VASI Rwy 18 and Rwy 36 on continuously.

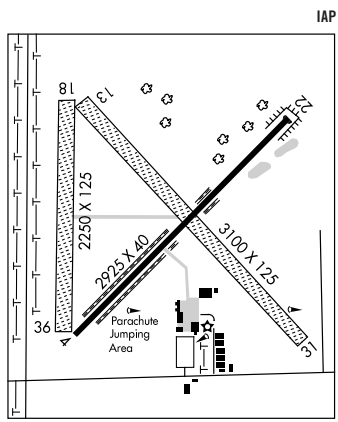


WEATHER DATA SOURCES: ASOS 124.175 (816) 347–9807.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 118.45
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 227° 14.0 NM to fld. 878/7E.

LEWIS CO RGNL (See MONTICELLO)

LEXEY N39°23.22′ W94°40.62′ NOTAM FILE MCI. KANSAS CITY
NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl. A

LEXINGTON MUNI (4K3) 3 NW UTC−6(−5DT) N39°12.59′ W93°55.66′ KANSAS CITY
691 B **FUEL** 100LL NOTAM FILE COU L–27A
RWY 13–31: 3100X125 (TURF) IAP
RWY 13: P-lines. **RWY 31:** Road.
RWY 04–22: H2925X40 (ASPH) LIRL (NSTD)
RWY 04: P-lines. **RWY 22:** Trees.
RWY 18–36: 2250X125 (TURF)
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1500Z‡–dusk, Sat–Sun 1400Z‡–dusk. 100LL unavbl indef. Parachute Jumping. Birds invof arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and invof arpt. Trees in rwy visibility zone between Rwy 22 end and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1–50′ tall trees and brush first 1,000′ of Rwy 22, 86–250′ N of rwy pavement edge and 100–250′ S of rwy pavement edge. Rwy 04–22 rough large pits in surface, cracks, tall grass and weeds growing in cracks. Rwy 18–36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04–22 NSTD LIRL, spacing of rwy lgts varies from 240–250′, 6 thld lgts located 20′ NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04–22—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7
KANSAS CITY CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 047° 11.6 NM to fld. 878/7E.

VORTAC ANX 114.0 Chan 87	APP CRS 227°	Rwy Idg 2925 TDZE 691 Apt Elev 691

VOR/DME or GPS RWY 22

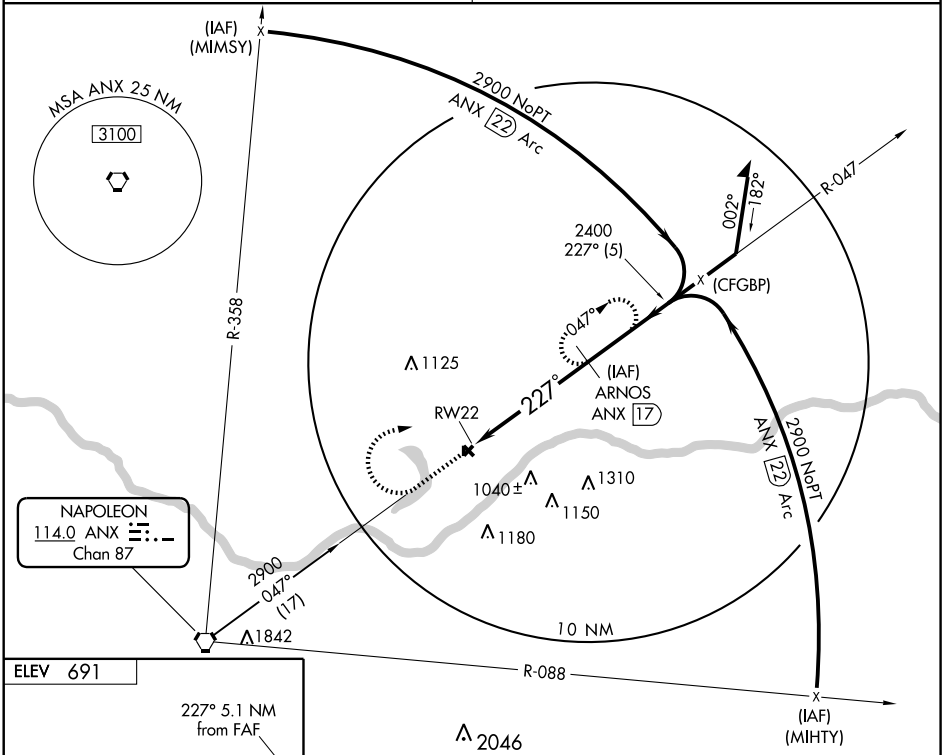
LEXINGTON MUNI (4K3)

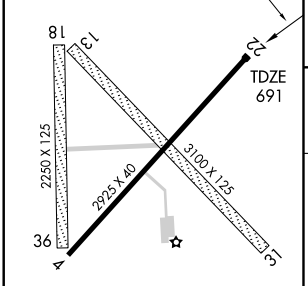
T NA — Use Charles B. Wheeler Downtown altimeter setting.

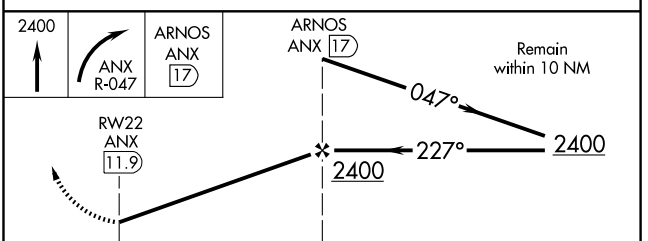
MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

KANSAS CITY CENTER 135.575 323.15

UNICOM 122.7 (CTAF)







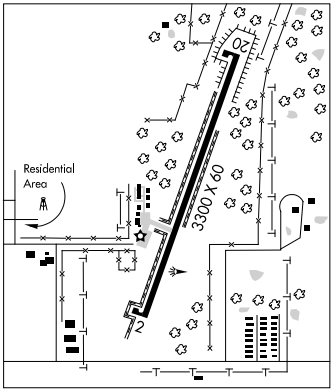
CATEGORY	A	B	C	D
S-22	1200-1	509 (600-1)	1200-1½ 509 (600-1½)	NA
CIRCLING	1240-1	549 (600-1)	1240-1½ 549 (600-1½)	NA

LIRL Rwy 4-22

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

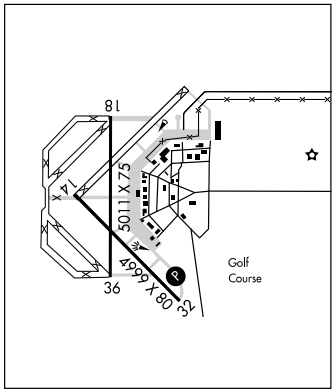
MACON–FOWER MEM (K89) 1 SE UTC–6(–5DT) N39°43.72′ W92°27.87′
874 B **FUEL** 100LL NOTAM FILE COU
RWY 02–20: H3300X60 (ASPH) S–12.5 MIRL
RWY 02: P-line. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 660–676–2339 or 660–676–4664. Crop dusting acft on and invof arpt. Apr–Oct. Ultralight activity on and invof arpt. Deer on rwy at early and late hrs. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.9T (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′
009° 4.6 NM to fld. 870/6E.

KANSAS CITY
L–27A
IAP



MALDEN RGNL (MAW) 3 N UTC–6(–5DT) N36°35.89′ W89°59.55′
294 B S2 **FUEL** 100LL, JET A+ NOTAM FILE STL
RWY 18–36: H5011X75 (ASPH) S–33, D–48 MIRL
RWY 18: Rgt tfc.
RWY 14–32: H4999X80 (ASPH) S–33, D–48 MIRL
RWY 14: REIL. Rgt tfc.
RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 100LL 24hr card reader. Jet A full svc fuel truck. After hrs call for Jet A FBO cell phone 573–776–4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be operating within 300′ of Rwy 18 and Rwy 32 ends and sides. ACTIVATE MIRL Rwy 14–32 and Rwy 18–36, REIL Rwy 14 and Rwy 32 and PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.825 (573) 276–9970.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.2T (ST LOUIS RADIO)
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′
300° 4.7 NM to fld. 280/3E.

ST LOUIS
H–6J, L–16H
IAP



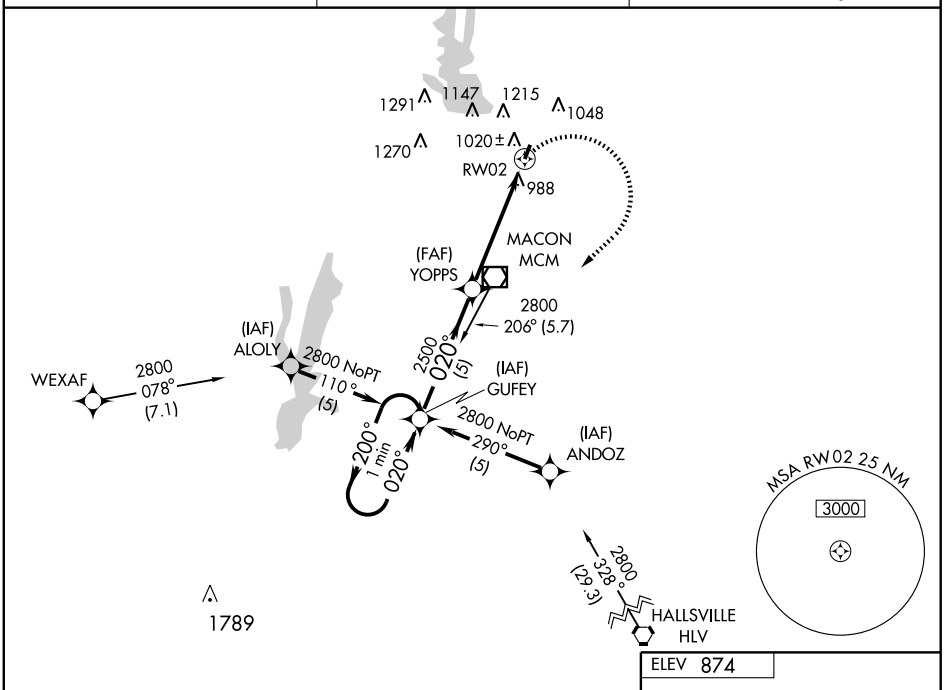
APP CRS	Rwy Idg	3300
020°	TDZE	874
	Apt Elev	874

GPS RWY 2
MACON-FOWER MEMORIAL (K89)

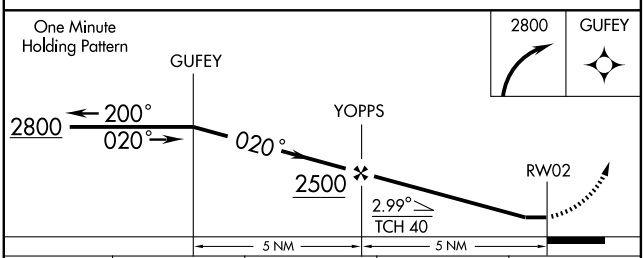
Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.
NA

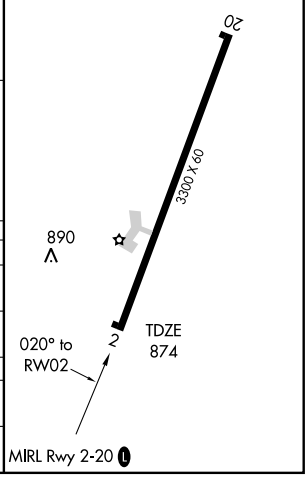
MISSED APPROACH: Climbing right turn to 2800 direct GUFEY WP and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L



ELEV 874





CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2¼ 826 (900-2¼)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MCM	APP CRS	Rwy Idg	3300
112.9	189°	TDZE	874
Chan 76		Apt Elev	874

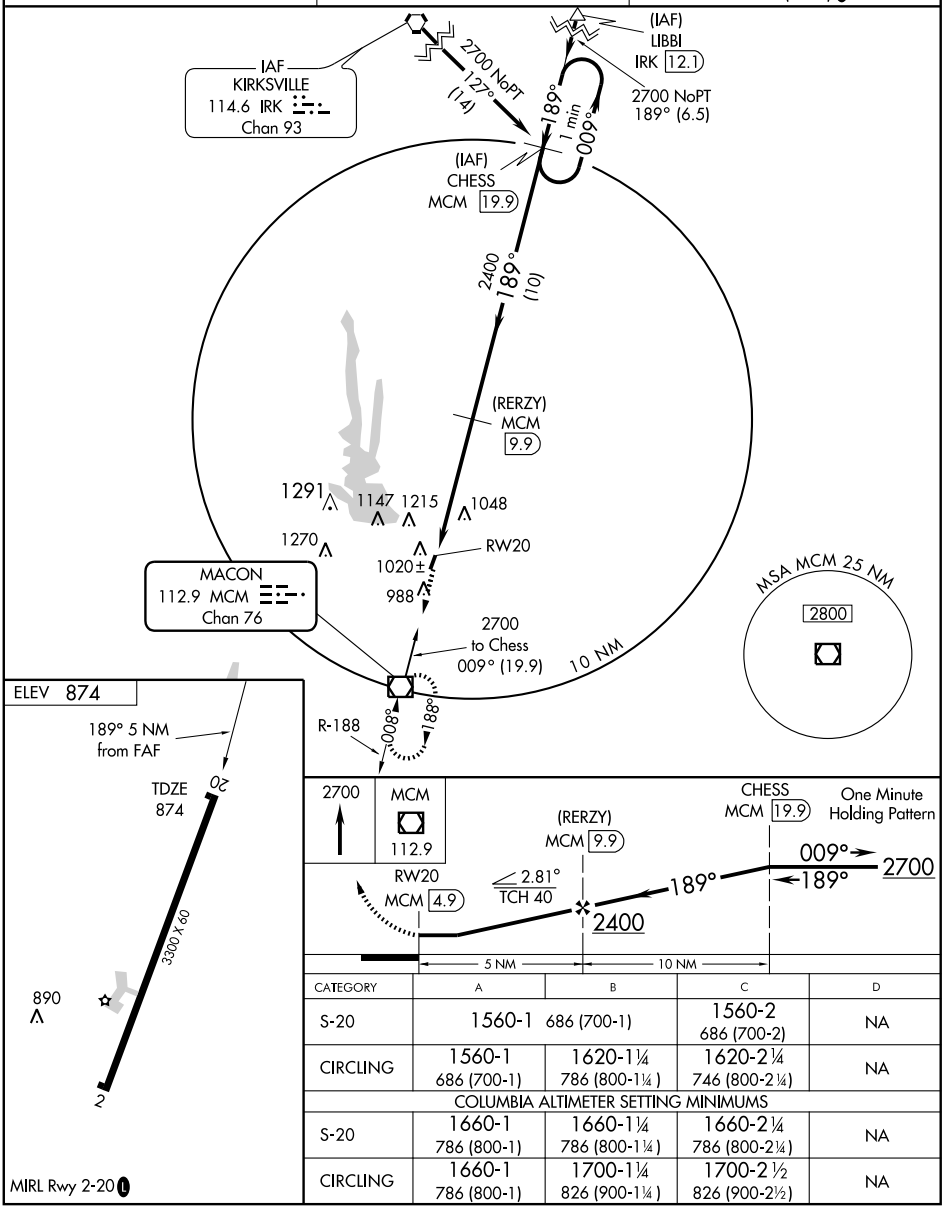
VOR/DME or GPS RWY 20

MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	1560-1 686 (700-1)		1560-2 686 (700-2)	NA
CIRCLING	1560-1 686 (700-1)	1620-1¼ 786 (800-1¼)	1620-2¼ 746 (800-2¼)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-20	1660-1 786 (800-1)	1660-1¼ 786 (800-1¼)	1660-2¼ 786 (800-2¼)	NA
CIRCLING	1660-1 786 (800-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MCM 112.9 Chan 76	APP CRS 008°	Rwy Idg 3300 TDZE 874 Apt Elev 874

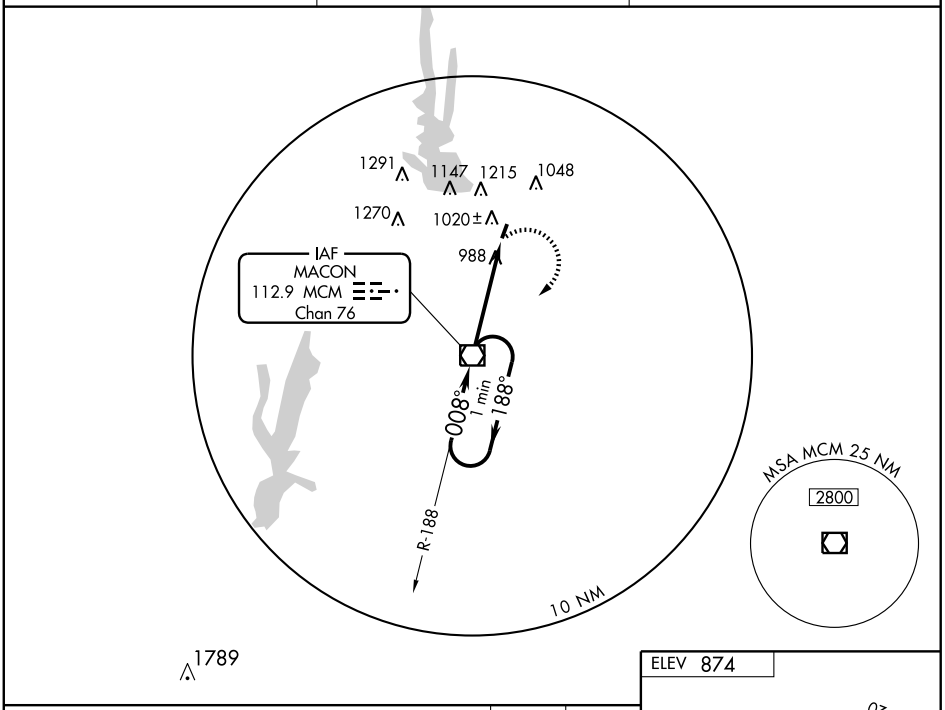
VOR RWY 2

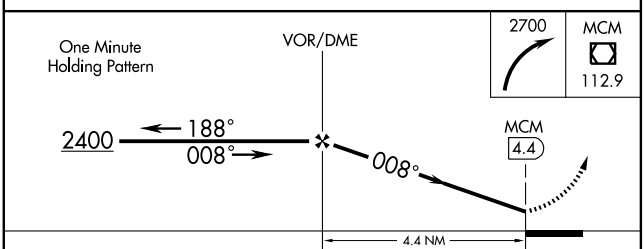
MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

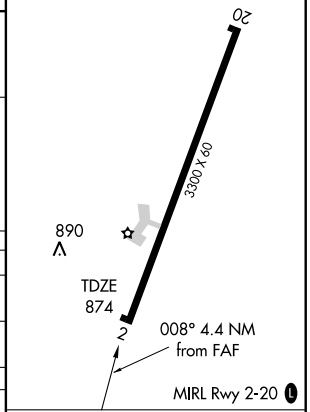
MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA

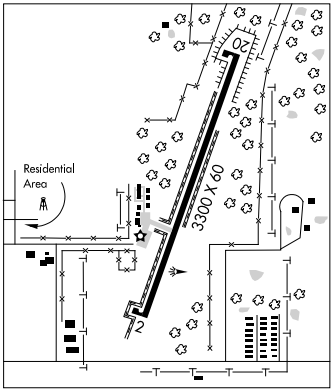


FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

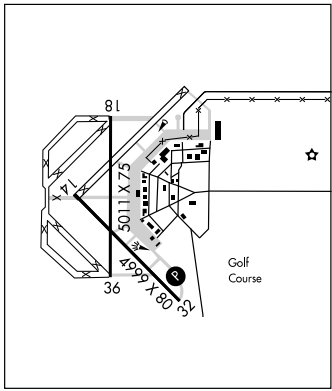
MACON–FOWER MEM (K89) 1 SE UTC–6(–5DT) N39°43.72′ W92°27.87′
874 B **FUEL** 100LL NOTAM FILE COU
RWY 02–20: H3300X60 (ASPH) S–12.5 MIRL
RWY 02: P-line. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 660–676–2339 or 660–676–4664. Crop dusting acft on and invof arpt. Apr–Oct. Ultralight activity on and invof arpt. Deer on rwy at early and late hrs. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.9T (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′
009° 4.6 NM to fld. 870/6E.

KANSAS CITY
L–27A
IAP



MALDEN RGNL (MAW) 3 N UTC–6(–5DT) N36°35.89′ W89°59.55′
294 B S2 **FUEL** 100LL, JET A+ NOTAM FILE STL
RWY 18–36: H5011X75 (ASPH) S–33, D–48 MIRL
RWY 18: Rgt tfc.
RWY 14–32: H4999X80 (ASPH) S–33, D–48 MIRL
RWY 14: REIL. Rgt tfc.
RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 100LL 24hr card reader. Jet A full svc fuel truck. After hrs call for Jet A FBO cell phone 573–776–4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be operating within 300′ of Rwy 18 and Rwy 32 ends and sides. ACTIVATE MIRL Rwy 14–32 and Rwy 18–36, REIL Rwy 14 and Rwy 32 and PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.825 (573) 276–9970.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.2T (ST LOUIS RADIO)
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′
300° 4.7 NM to fld. 280/3E.

ST LOUIS
H–6J, L–16H
IAP



WAAS	APP CRS	Rwy Idg	4999
CH 61315	137°	TDZE	292
W14A		Apt Elev	294

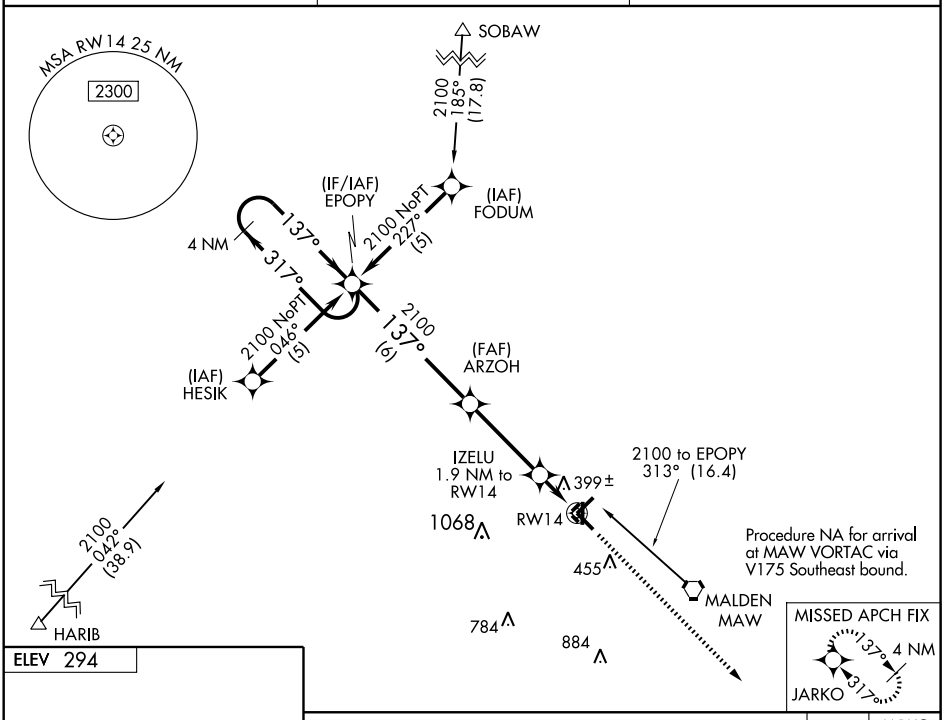
RNAV (GPS) RWY 14

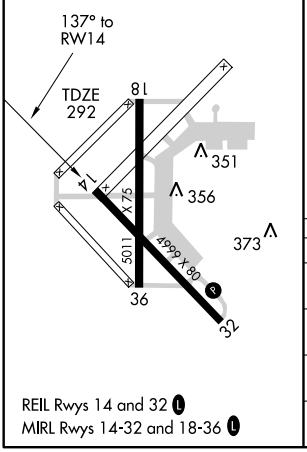
MALDEN RGNL (MAW)

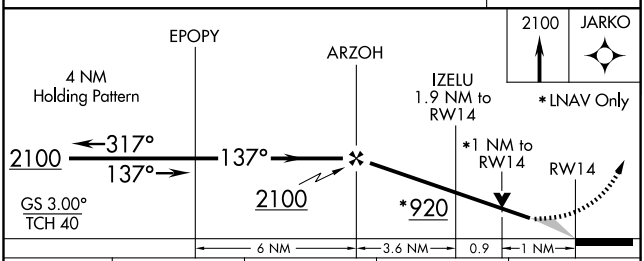
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct JARKO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	542-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

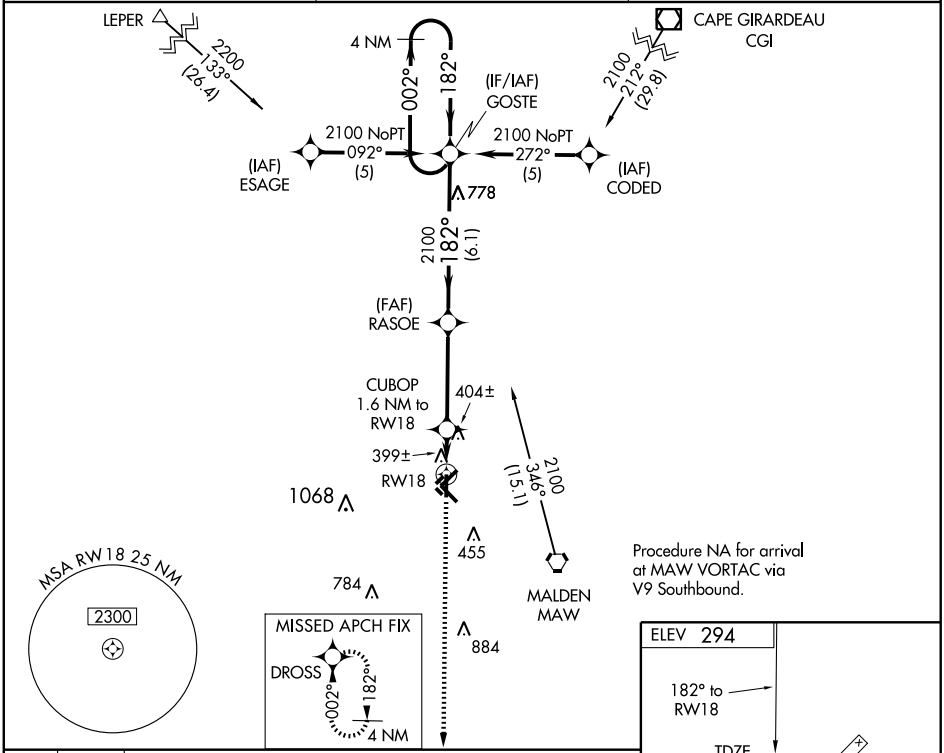
WAAS	APP CRS	Rwy Idg	5011
CH 78315	182°	TDZE	294
W18A		Apt Elev	294

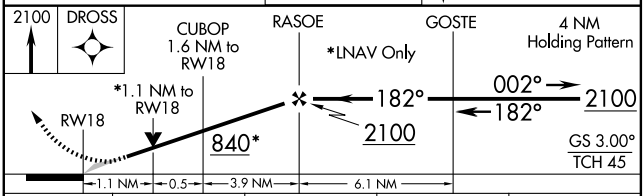
RNAV (GPS) RWY 18
MALDEN RGNL (MAW)

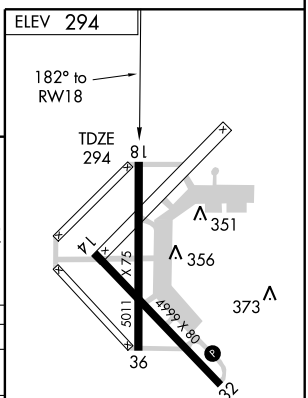
T NA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct DROSS and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	544-1 250 (300-1)			NA
LNAV/VNAV DA	669-1¼ 375 (400-1¼)			NA
LNAV MDA	680-1 386 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4999
CH 40410	317°	TDZE	292
W32A		Apt Elev	294

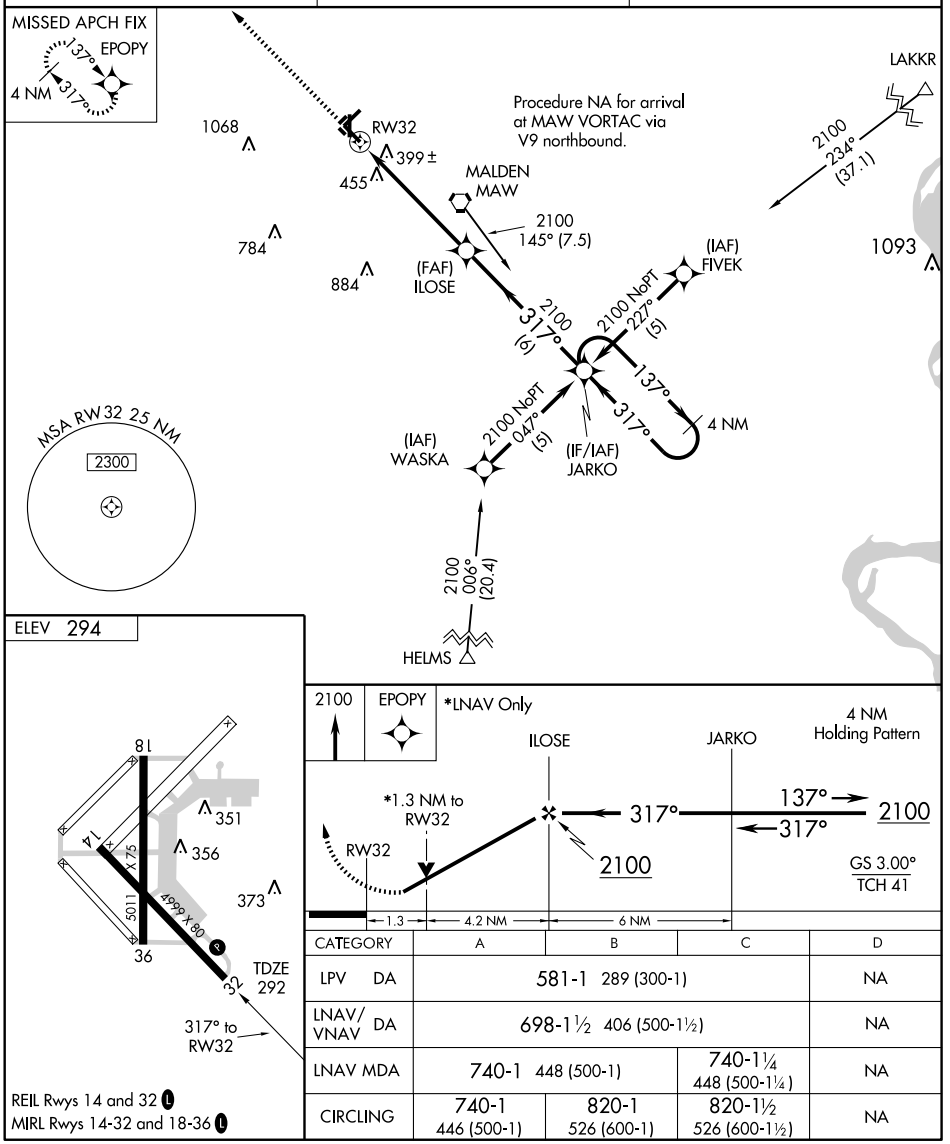
RNAV (GPS) RWY 32

MALDEN RGNL (MAW)

DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct EPOPY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	581-1 289 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

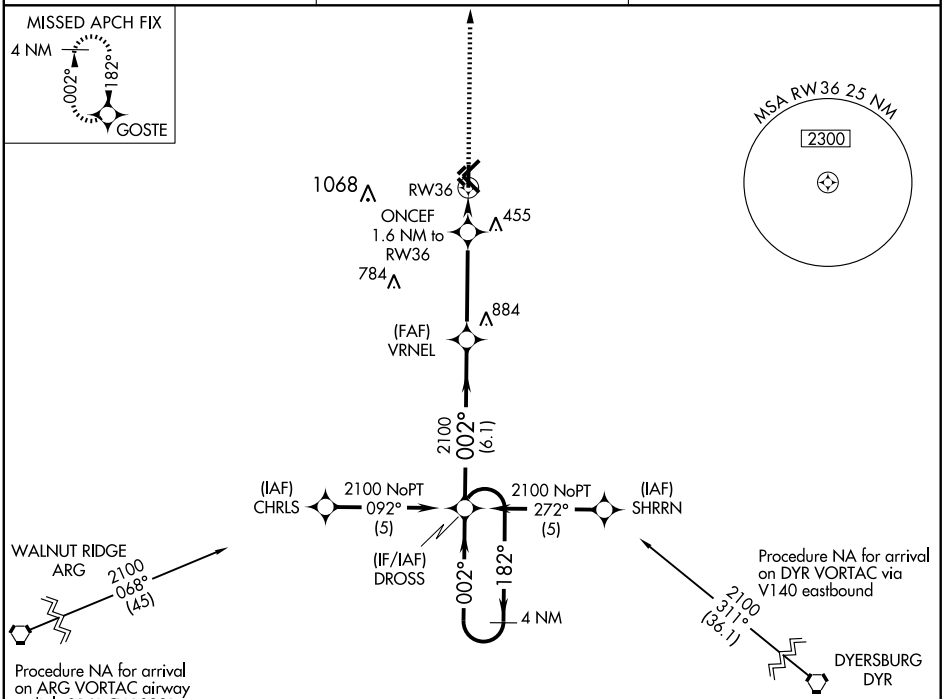
WAAS	APP CRS	Rwy Idg	5011
CH 93815	002°	TDZE	293
W36A		Apt Elev	294

RNAV (GPS) RWY 36
MALDEN RGNL (MAW)

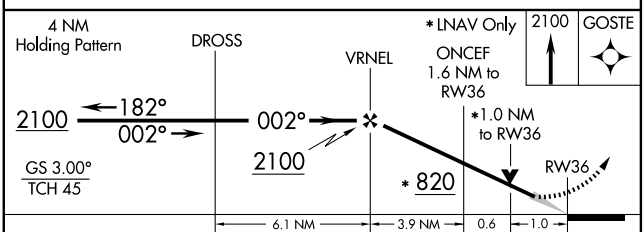
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct GOSTE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L

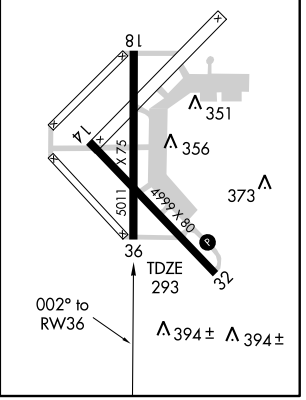


NC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
LPV DA	543-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 405 (500-1½)			NA
LNAV MDA	660-1 367 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L



NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAW 111.2 Chan 49	APP CRS 120°	Rwy Idg 4999 TDZE 292 Apt Elev 294

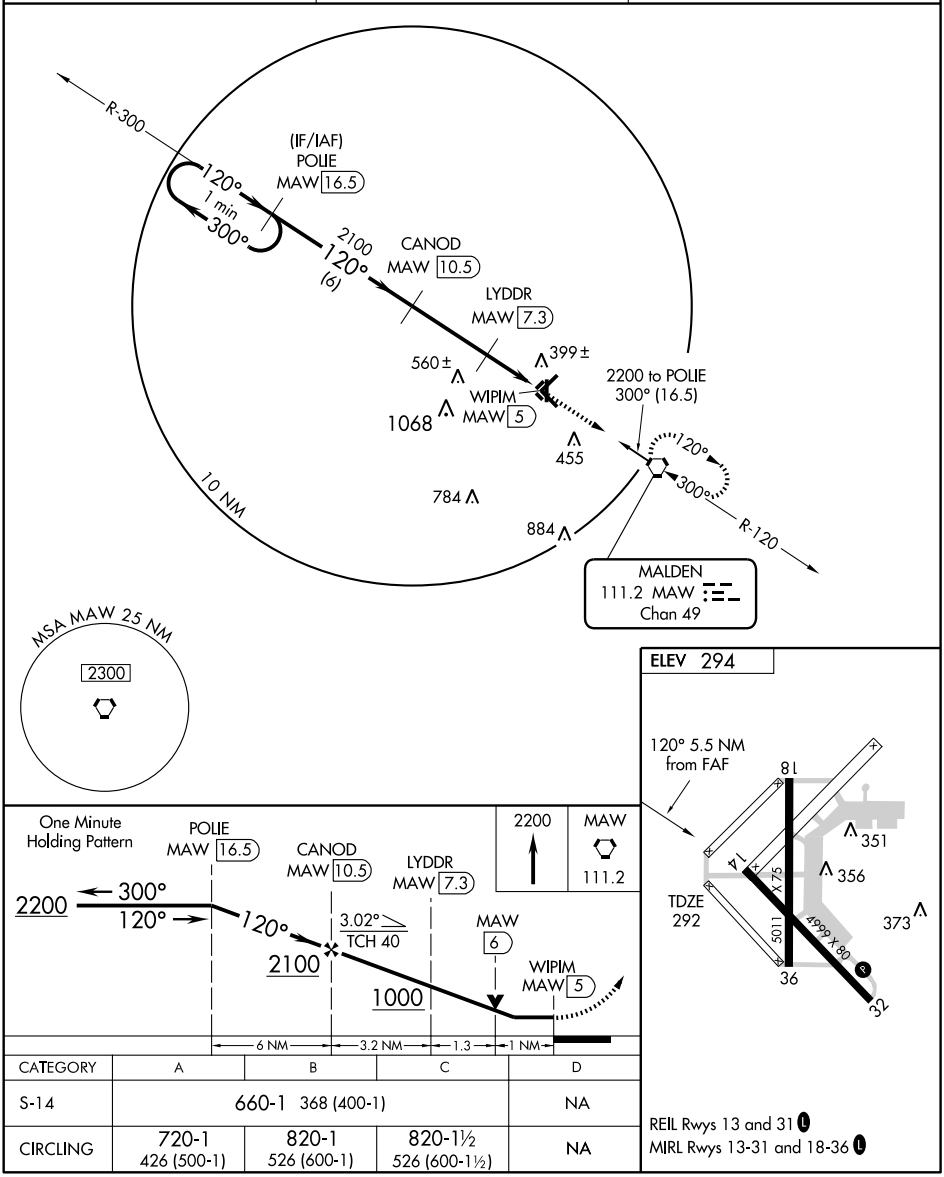
VOR/DME RWY 14

MALDEN RGNL (MAW)

When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 13 and 31 L

MIRL Rwys 13-31 and 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

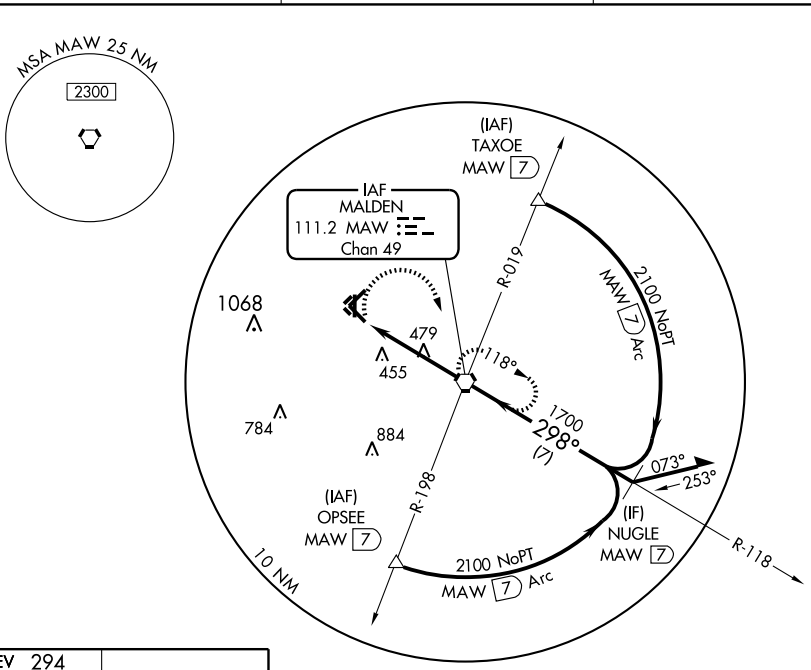
VORTAC MAW 111.2 Chan 49	APP CRS 298°	Rwy Idg 4999 TDZE 292 Apt Elev 294

VOR RWY 32
MALDEN RGNL (MAW)

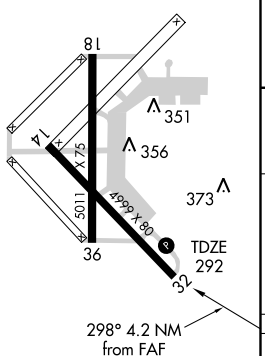
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

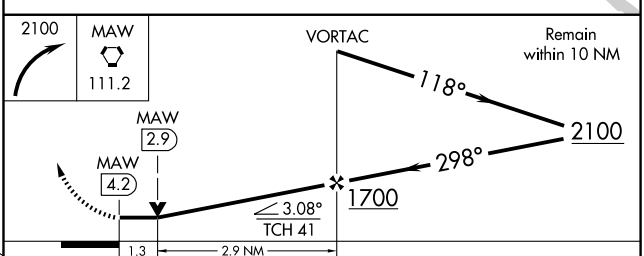
MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L



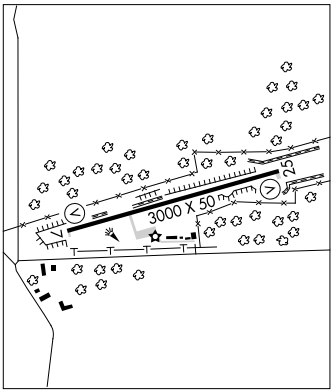


FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-31	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MANSFIELD MUNI (Ø3B) 2 NW UTC−6(−5DT) N37°07.61′ W92°37.30′ KANSAS CITY
1500 B NOTAM FILE COU L–16G
RWY 07–25: H3000X50 (ASPH) S–12.5 MIRL (NSTD)
RWY 07: VASI(V2L)—GA 3.0° TCH 31′. Trees.
RWY 25: VASI(V2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Unattended. Deer and other wildlife on and invof arpt. Rwy 07 VASI OTS indef. Rwy 25 VASI OTS indef. NSTD MIRL, incorrect spacing of thld lgts at each rwy end. Rwy 07–25 NSTD MIRL OTS indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 057° 13.7 NM to fld. 1600/6E.

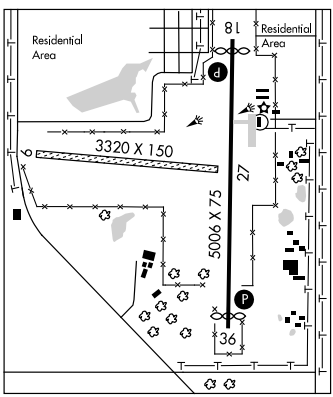


MAPLES N37°35.45′ W91°47.32′. NOTAM FILE COU. KANSAS CITY
(L) VORTAC 113.4 MAP Chan 81 292° 19.1 to Waynesville–ST. Robert Rgnl Forney Fld. 1370/6E. HIWAS–16G
RCO 122.1R 113.4T (COLUMBIA RADIO)

MARBLE HILL

TWIN CITY AIRPARK (ØT3) 1 W UTC−6(−5DT) N37°18.79′ W89°59.68′ ST LOUIS
421 NOTAM FILE STL
RWY 12–30: 2600X70 (TURF) LIRL (NSTD)
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Crops are located very close to rwy edges. NSTD rwy safety areas byd each rwy end, insufficient length, incorrect terrain grades, fence, ditch, brush, small trees. Rwy 12–30 marked with large yellow cones between lgts. Rwy 12–30 NSTD rwy lgts, incorrect spacing and insufficient number of edge and thld lgts. ACTIVATE LIRL Rwy 12–30—122.8.
COMMUNICATIONS: CTAF 122.9

MARSHALL MEM MUNI (MHL) 2 S UTC−6(−5DT) N39°05.73′ W93°12.17′ KANSAS CITY
779 B **FUEL** 100LL, JET A1+ NOTAM FILE COU H–5D, L–27A
RWY 18–36: H5006X75 (ASPH–AFSC) S–12.5, D–15.6 MIRL (NSTD) IAP
RWY 18: PAPI(P4R)—GA 3.0° TCH 39′. Thld dsplcd 199′. Trees.
RWY 36: PAPI(P4R)—GA 3.0° TCH 36′. Thld dsplcd 294′.
RWY 09–27: 3320X150 (TURF)
RWY 09: P-line. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Sep 1200–2300Z‡, Oct–Mar 1300–2300Z‡. Fuel 100LL and JET A1+ avbl 24 hrs. Sprayer acft on and invof arpt. Rwy 18–36 NSTD MIRL—incorrect color of dsplcd thld lights at Rwy 18 end. Rwy 09–27 marked with large yellow cones. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (660) 886–9130.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc.
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc.
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 083° 43.3 NM to fld. 878/7E.
NDB (MHW) 371 PUR N39°02.52′ W93°11.75′ 351° 3.2 NM to fld.



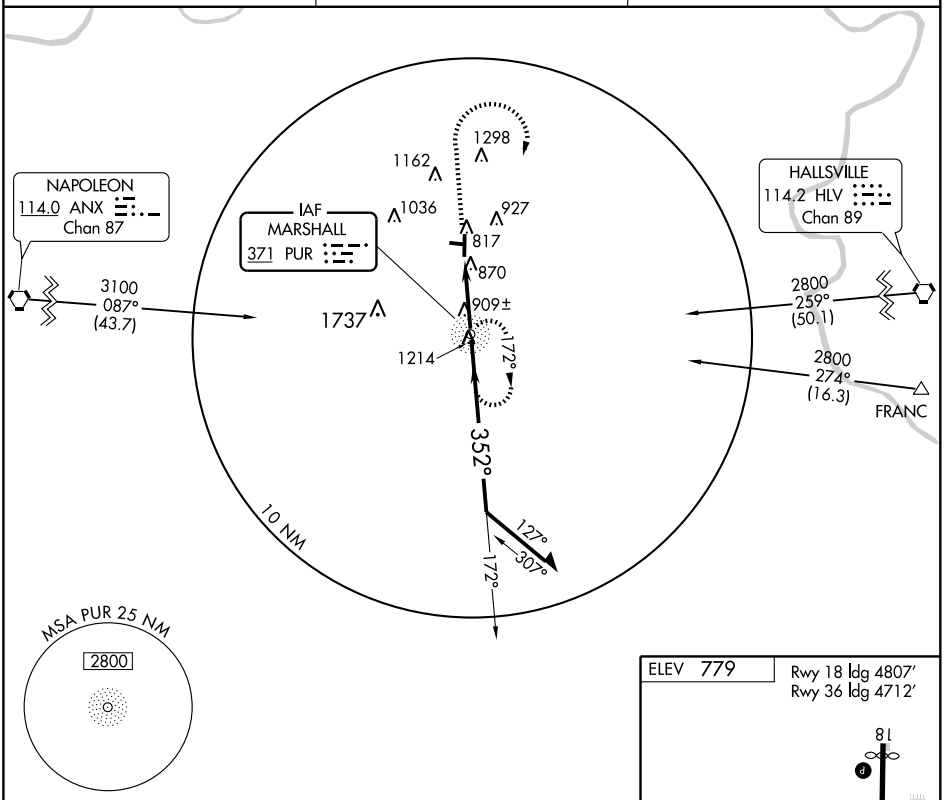
NDB PUR	APP CRS	Rwy Idg	4712
371	352°	TDZE	779
		Apt Elev	779

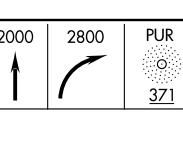
NDB RWY 36
MARSHALL MEMORIAL MUNI (MHL)

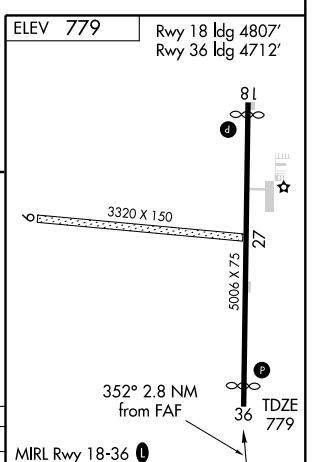
T Visibility reduction by helicopters NA.
NA When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1220-1	441 (500-1)	1220-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1	461 (500-1)	1240-1½ 461 (500-1½)	NA

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 18

MARSHALL MEMORIAL MUNI (MHL)

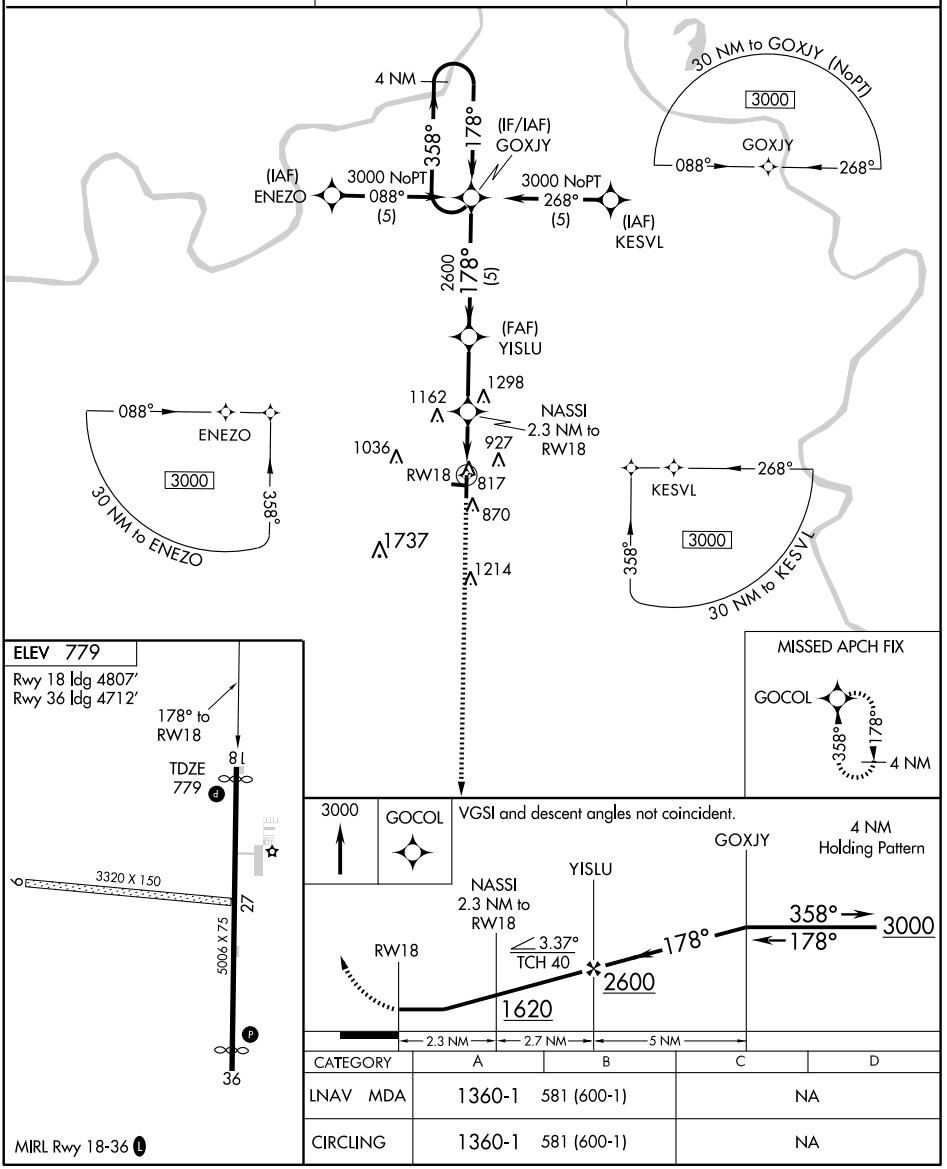
APP CRS	Rwy ldg	4807
178°	TDZE	779
	Apt Elev	779

T
A NA

DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1	581 (600-1)		NA
CIRCLING	1360-1	581 (600-1)		NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

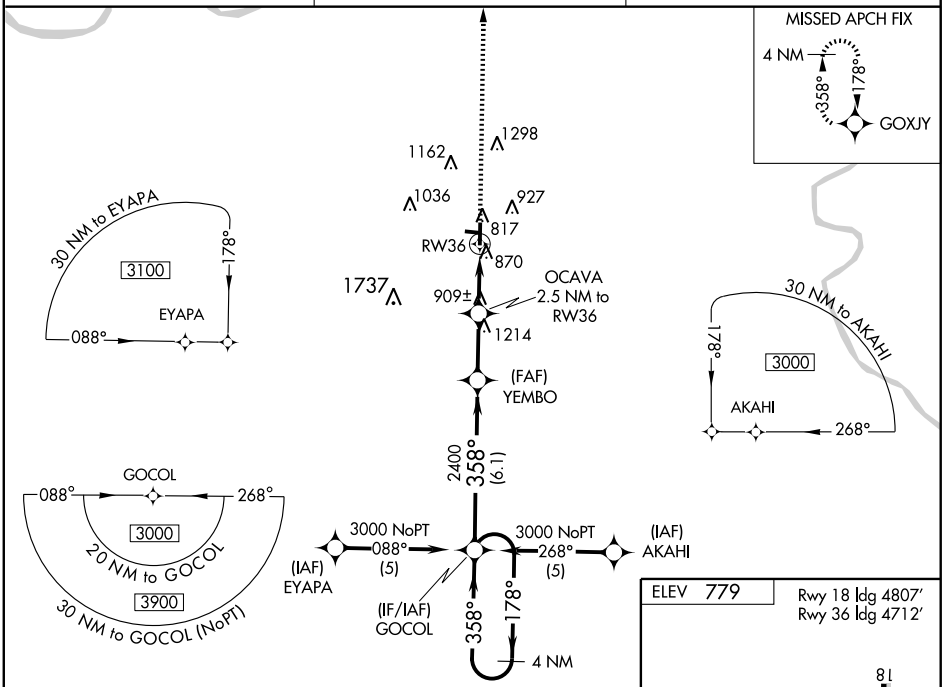
WAAS	APP CRS	Rwy Idg	4712
CH 93907	358°	TDZE	779
W36A		Apt Elev	779

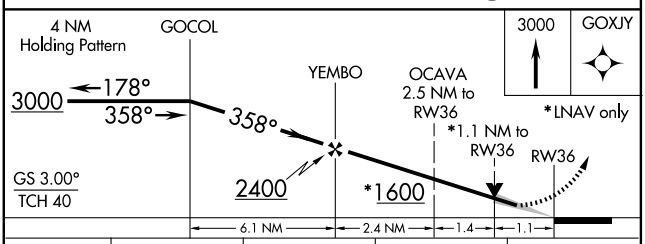
RNAV (GPS) RWY 36
MARSHALL MEMORIAL MUNI (MHL)

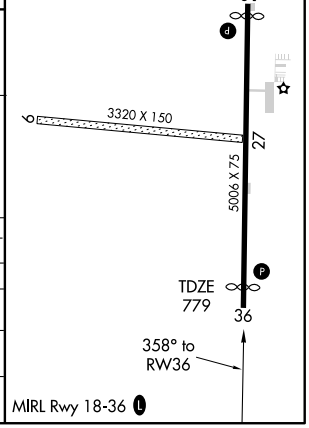
T
NA
Baro-VNAV NA when using Sedalia Memorial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. VDP NA when using Sedalia Memorial altimeter setting.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOXJY and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1029-1 250 (300-1)			NA
LNAV/VNAV DA	1181-1½ 402 (500-1½)			NA
LNAV MDA	1180-1 401 (500-1)		1180-1¼ 401 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010

MARYVILLE

NORTHWEST MISSOURI RGNL (EVU) 2 W UTC−6(−5DT) N40°21.20′ W94°55.00′

OMAHA
L–10J
IAP

1145 B S4 **FUEL** 100LL NOTAM FILE COU

RWY 14–32: H4600X75 (CONC) S–12.5 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34′.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 34′.

AIRPORT REMARKS: Attended 1400–0100Z‡. NSTD wind tee, OTS indef. MIRL Rwy 14–32 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.225 (660) 562–9980.

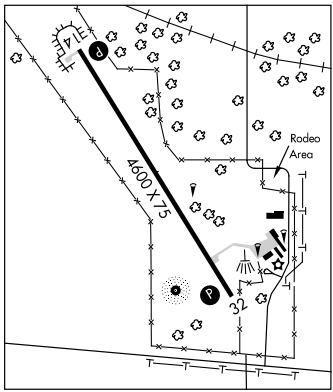
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 353° 23.5 NM to fld. 1160/8E.

EMVILLE NDB (MHW) 317 EVU N40°20.90′ W94°54.93′ at fld. Unmonitored. Unusable byd 15 NM. NOTAM FILE COU.



RANKIN (78Y) 3 SE UTC−6(−5DT) N40°20.90′ W94°50.08′

OMAHA

976 S4 **FUEL** 100LL TPA—1776(800) NOTAM FILE COU

RWY 17–35: 3050X25 (CONC–GRVL–TURF–ASPH CHIPS) LIRL (NSTD)

RWY 17: Thld dsplcd 735′. P-line. **RWY 35:** Road.

AIRPORT REMARKS: Attended 1400Z‡–dark. Ultralight activity on and invof arpt. Rwy 17–35 width variance 25′–60′. Rwy 17–35 first 630′ of Rwy 17 grvl/turf 60′ wide, next 1300′ conc/turf, conc 14′ wide, 18′ turf on each side, last 1120′ grvl/turf/asph chips 15–25′ wide, 12.5′–17.5′ turf on each side. Rwy 17–35 NSTD LIRL, rwy lgts on part of E and W side at various distances, no thld or dsplcd thld lgts. For LIRL Rwy 17–35 call 660–582–3791. Rwy 17 dsplcd thld marked with 5 tires on each side of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS MEM (Ø3D) 3 SW UTC−6(−5DT) N40°26.83′ W92°13.62′

CHICAGO
L–27B

813 B **FUEL** 100LL NOTAM FILE COU

RWY 12–30: H3300X60 (CONC) S–12.5 LIRL

RWY 12: Pole. **RWY 30:** Trees.

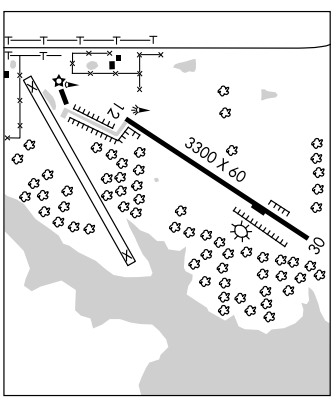
AIRPORT REMARKS: Unattended. For fuel call 660–465–2611. Rwy 12–30 isolated areas with longitudinal cracking. Radio controlled model planes on and invof arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 036° 25.1 NM to fld. 985/6E.

HIWAS.



WAAS	APP CRS	Rwy Idg	4600
CH 72807	143°	TDZE	1142
W14A		Apt Elev	1145

RNAV (GPS) RWY 14

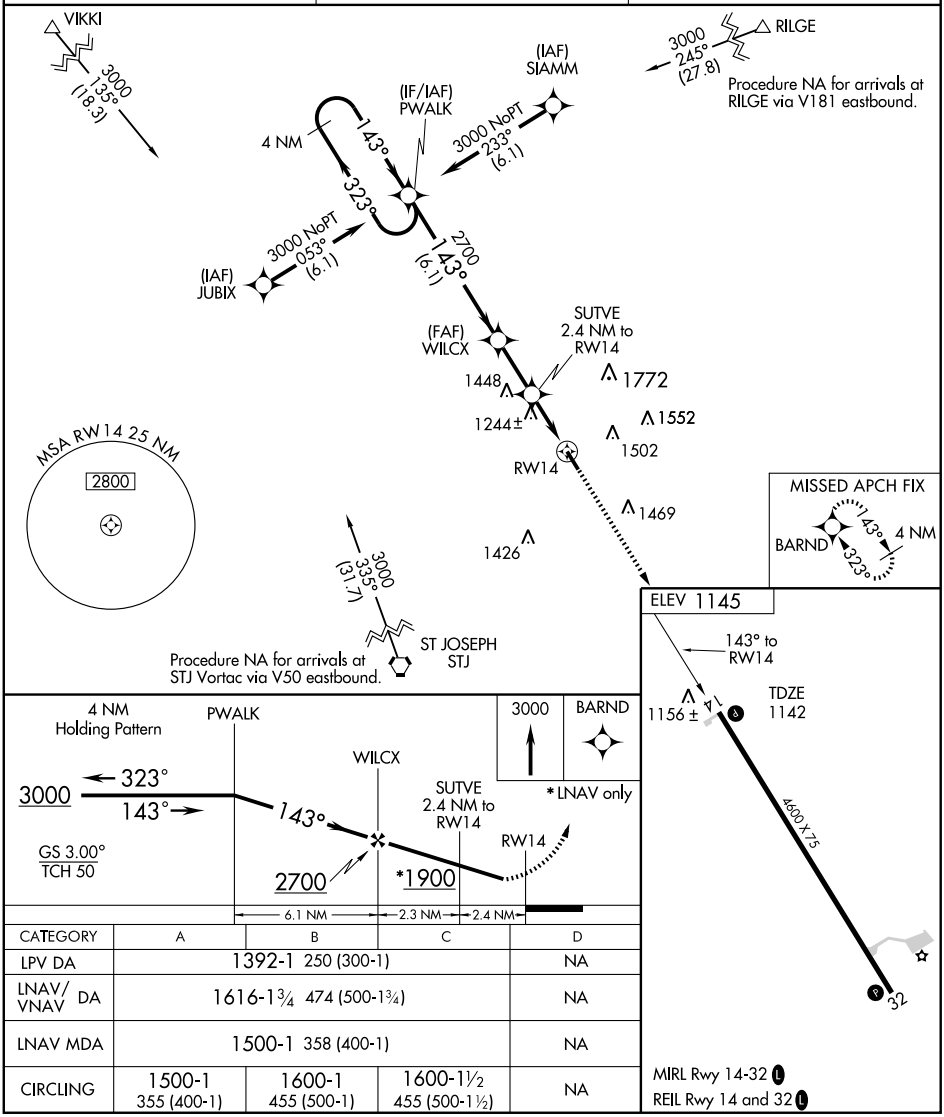
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

T NA

Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA east of runway 14-32.

MISSED APPROACH: Climb to 3000 direct BARND and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1392-1 250 (300-1)			NA
LNAV/VNAV DA	1616-1¾ 474 (500-1¾)			NA
LNAV MDA	1500-1 358 (400-1)			NA
CIRCLING	1500-1 355 (400-1)	1600-1 455 (500-1)	1600-1½ 455 (500-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4600
323°	TDZE	1145
	Apt Elev	1145

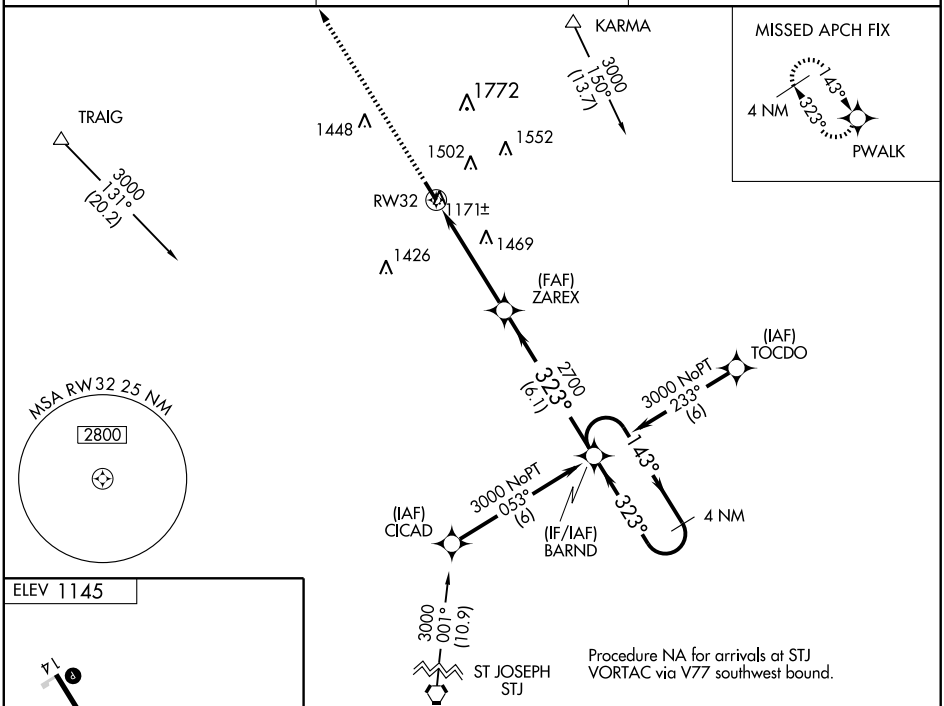
RNAV (GPS) RWY 32

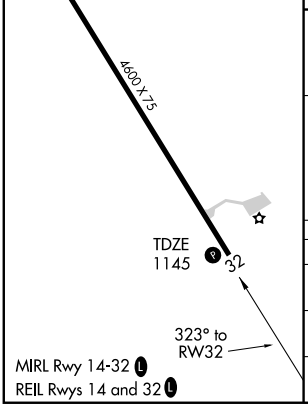
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

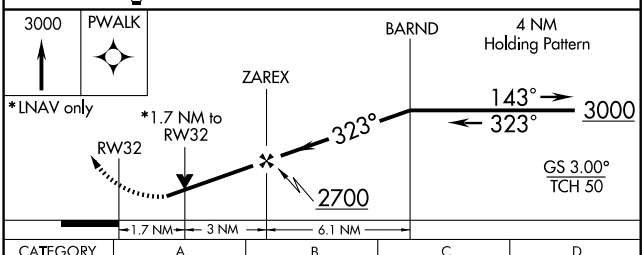
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joesph altimeter setting. Circling NA east of runway 14-32.

MISSED APPROACH: Climb to 3000 direct PWALK and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L





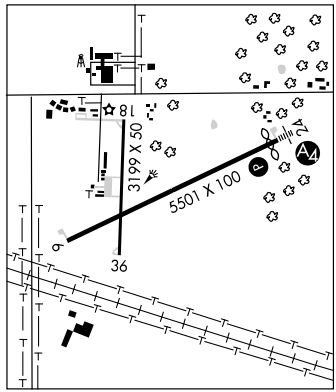


CATEGORY	A	B	C	D
LNAV/VNAV DA	1615-1¾ 470 (500-1¾)			NA
LNAV MDA	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA
CIRCLING	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010

MEXICO MEM (MYJ) 3 E UTC−6(−5DT) N39°09.45′ W91°49.10′
823 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 06–24: H5501X100 (CONC) S–30, D–37 MIRL 0.3% up SW
RWY 06: Pole.
RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Dsplcd thld 371′. Antenna.
RWY 18–36: H3199X50 (ASPH–CONC) S–10 LIRL
RWY 18: REIL. Pole. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–2100Z‡, Sun 1600–2000Z‡. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573–473–7758. Cropdusting acft on and invof arpt. MIRL Rwy 06–24 and LIRL Rwy 18–36 preset on low ints dusk–0200Z‡, after 0200Z‡ ACTIVATE LIRL Rwy 18–36, MIRL Rwy 06–24, PAPI Rwy 24, MALS Rwy 24, and REIL Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (573) 581–7868.
COMMUNICATIONS: CTAF 122.9
MIZZU APP/DEP CON 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 074° 14.7 NM to fld. 920/6E.
LOC/DME 109.5 I–EYR Chan 32 Rwy 24.

KANSAS CITY
H–5D, L–27B
IAP



MID CONTINENT (See HAYTI)

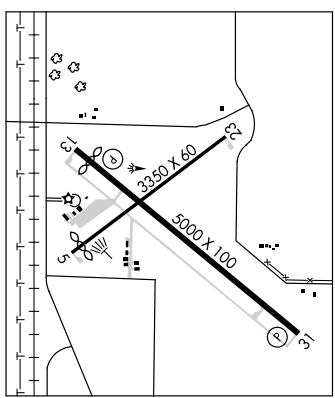
MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

MOBERLY

OMAR N BRADLEY (MBY) 3 N UTC−6(−5DT) N39°27.80′ W92°25.58′
867 B **FUEL** 100LL, JET A NOTAM FILE COU
RWY 13–31: H5000X100 (ASPH) S–30, D–38 MIRL
RWY 13: REIL. PAPI (P4L)—GA 3.0° TCH 40′. Thld dsplcd 310′. Tree.
RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 37′.
RWY 05–23: H3350X60 (ASPH) S–4 MIRL
RWY 05: Thld dsplcd 239′. Pole. **RWY 23:** Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Sprayer and ultralight acft on and invof arpt. Rwy 05–23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MIRL Rwys 05–23 and 13–31 preset on low ints, to increase ints and ACTIVATE REIL Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (660) 269–8028.
COMMUNICATIONS: CTAF/UNICOM 122.7
MACON RCO 122.1R 112.9T (COLUMBIA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 161° 11.7 NM to fld. 870/6E.

KANSAS CITY
H–5D, L–27A
IAP



LOC/DME RWY 24

MEXICO MEMORIAL (MYJ)

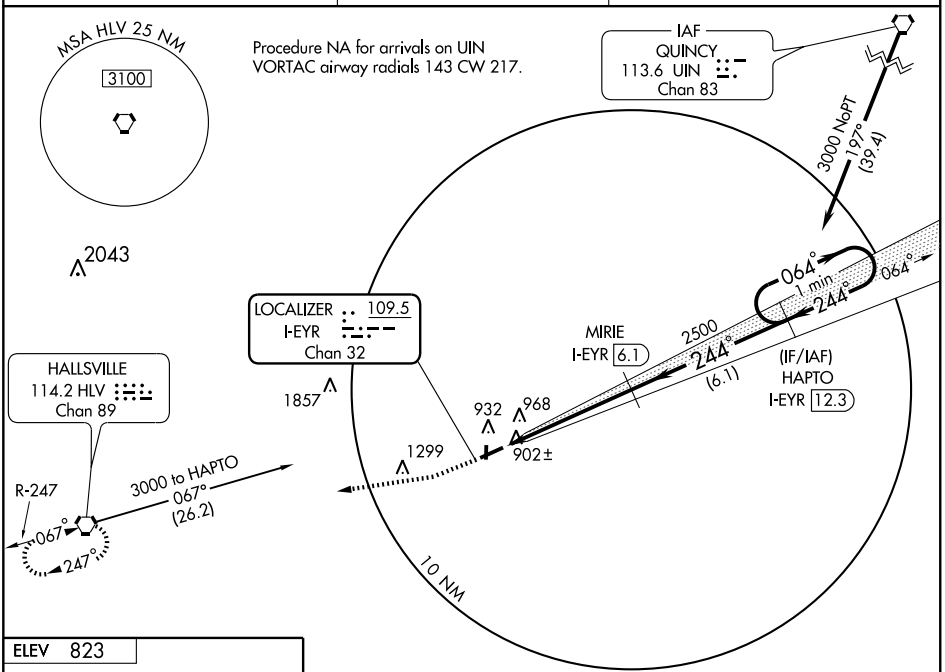
LOC/DME I-EYR	APP CRS	Rwy Idg	5130
109.5	244°	TDZE	817
Chan 32		Apt Elev	823

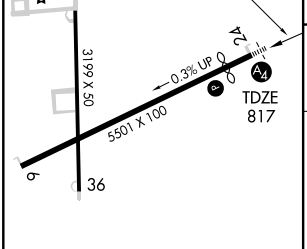
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting. Inoperative table does not apply.

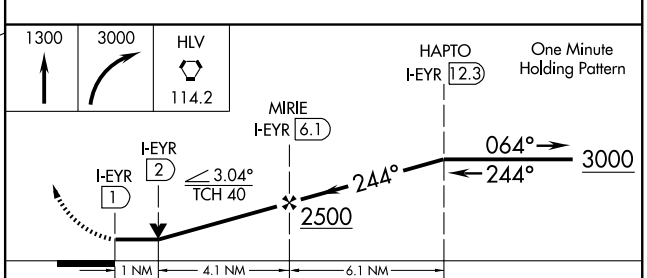
MALS

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
S-24	1160-1 343 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 6

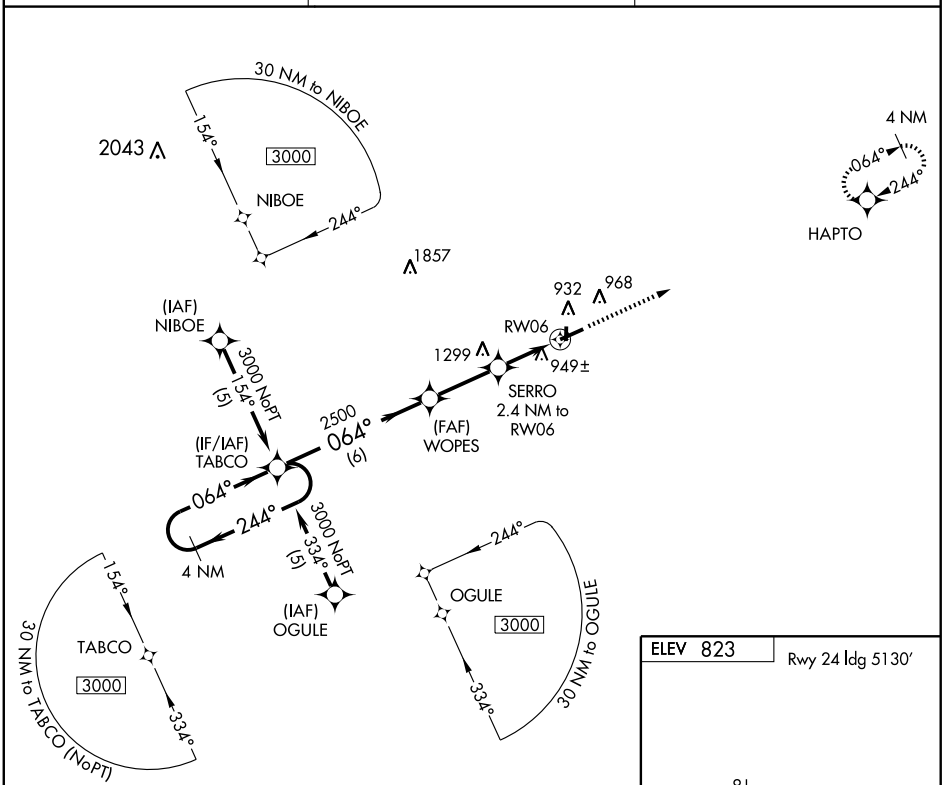
MEXICO MEMORIAL (MYJ)

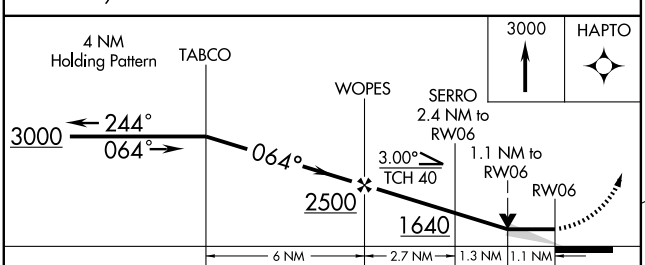
APP CRS	Rwy Idg	5501
064°	TDZE	823
	Apt Elev	823

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting.

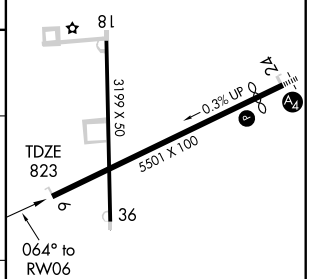
MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1200-1 377 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA



REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 24

MEXICO MEMORIAL (MYJ)

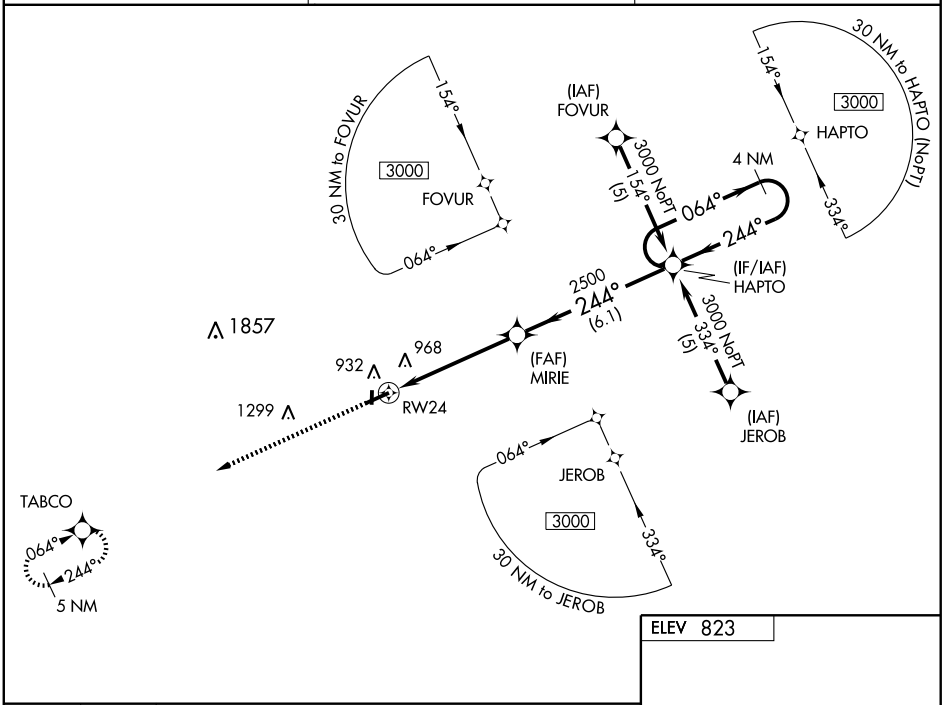
WAAS	APP CRS	Rwy Idg	5130
Chan 56213	244°	TDZE	817
W24A		Apt Elev	823

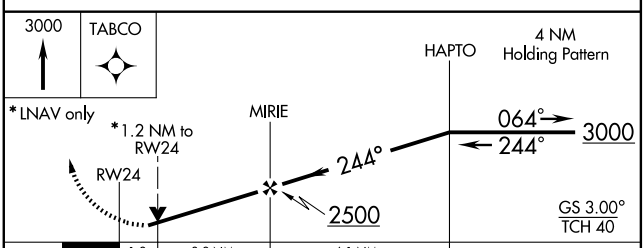
V
A NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

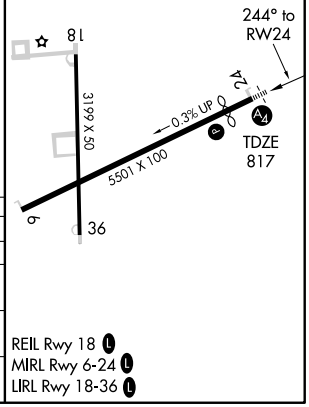
MALS

MISSED APPROACH: Climb to 3000 direct TABCO and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
LPV DA	1126-1 309 (400-1)			NA
LNAV/VNAV DA	1278-1¾ 461 (500-1¾)			NA
LNAV MDA	1220-1 403 (400-1)		1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1 457 (500-1)		1220-1½ 403 (400-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC HLV	APP CRS	Rwy Idg	5130
114.2	253°	TDZE	817
Chan 89		Apt Elev	823

VOR/DME RWY 24

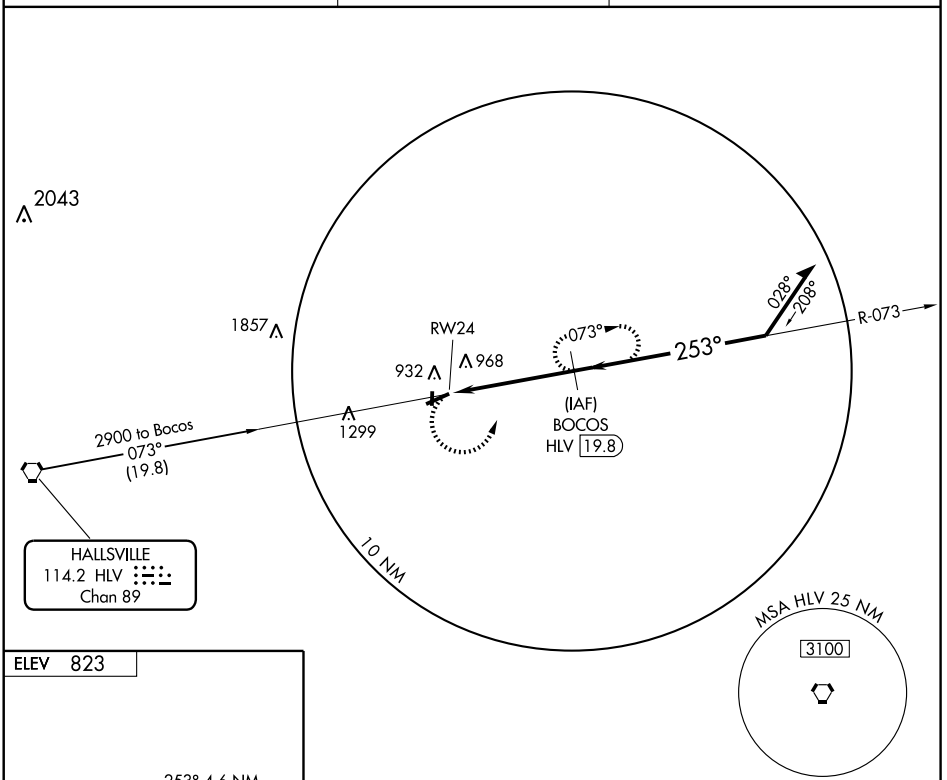
MEXICO MEMORIAL (MYJ)

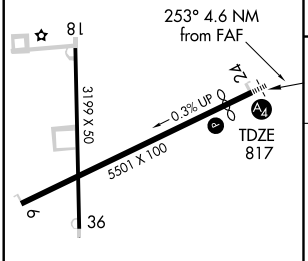
T NA — If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

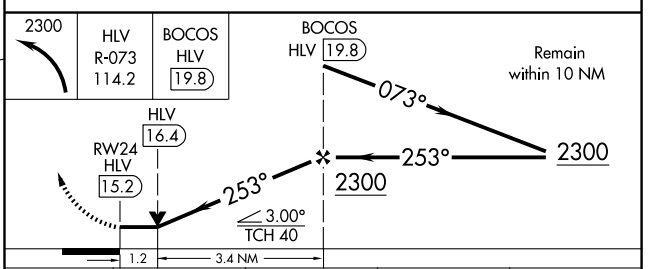
MALS

MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS 19.8 DME and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







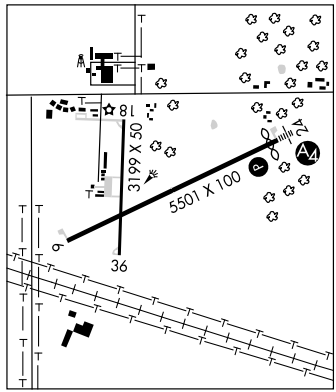
CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MEXICO MEM (MYJ) 3 E UTC−6(−5DT) N39°09.45′ W91°49.10′
823 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 06–24: H5501X100 (CONC) S–30, D–37 MIRL 0.3% up SW
RWY 06: Pole.
RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Dsplcd thld 371′. Antenna.
RWY 18–36: H3199X50 (ASPH–CONC) S–10 LIRL
RWY 18: REIL. Pole. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–2100Z‡, Sun 1600–2000Z‡. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573–473–7758. Cropdusting acft on and invof arpt. MIRL Rwy 06–24 and LIRL Rwy 18–36 preset on low ints dusk–0200Z‡, after 0200Z‡ ACTIVATE LIRL Rwy 18–36, MIRL Rwy 06–24, PAPI Rwy 24, MALS Rwy 24, and REIL Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (573) 581–7868.
COMMUNICATIONS: CTAF 122.9
MIZZU APP/DEP CON 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 074° 14.7 NM to fld. 920/6E.
LOC/DME 109.5 I–EYR Chan 32 Rwy 24.

KANSAS CITY
H–5D, L–27B
IAP



MID CONTINENT (See HAYTI)

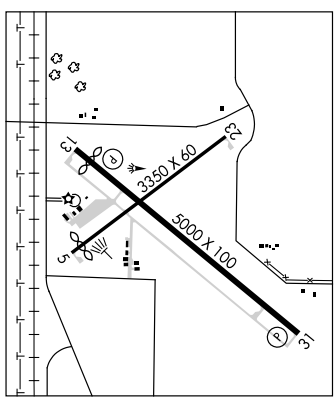
MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

MOBERLY

OMAR N BRADLEY (MBY) 3 N UTC−6(−5DT) N39°27.80′ W92°25.58′
867 B **FUEL** 100LL, JET A NOTAM FILE COU
RWY 13–31: H5000X100 (ASPH) S–30, D–38 MIRL
RWY 13: REIL. PAPI (P4L)—GA 3.0° TCH 40′. Thld dsplcd 310′. Tree.
RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 37′.
RWY 05–23: H3350X60 (ASPH) S–4 MIRL
RWY 05: Thld dsplcd 239′. Pole. **RWY 23:** Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Sprayer and ultralight acft on and invof arpt. Rwy 05–23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MIRL Rwys 05–23 and 13–31 preset on low ints, to increase ints and ACTIVATE REIL Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (660) 269–8028.
COMMUNICATIONS: CTAF/UNICOM 122.7
MACON RCO 122.1R 112.9T (COLUMBIA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 161° 11.7 NM to fld. 870/6E.

KANSAS CITY
H–5D, L–27A
IAP



VOR/DME MCM 112.9 Chan 76	APP CRS 162°	Rwy Idg N/A TDZE N/A Apt Elev 867

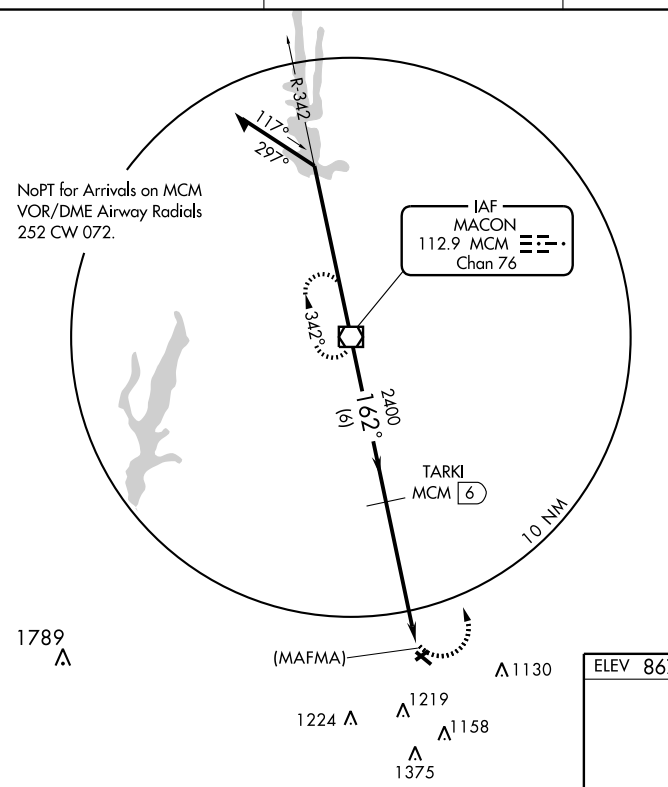
VOR/DME or GPS-A

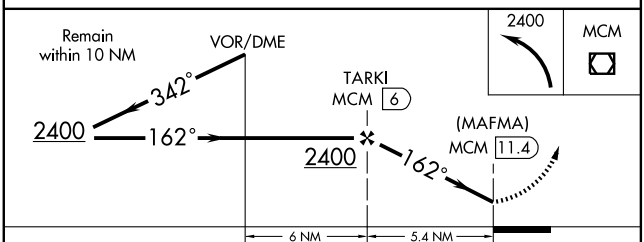
MOBERLY/ OMAR N. BRADLEY (MBY)

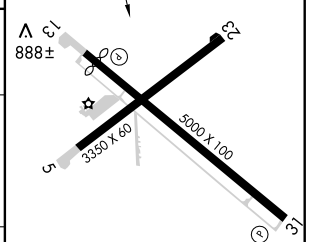
NA When local altimeter setting not received, use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1420-1 553 (600-1)		1480-1¾ 613 (700-1¾)	1520-2 653 (700-2)
COLUMBIA ALTIMETER SETTING				
CIRCLING	1560-1 693 (700-1)		1580-2 713 (800-2)	1680-2¾ 813 (900-2¾)

REIL Rwys 13 and 31L
MIRL Rwys 5-23 and 13-31L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

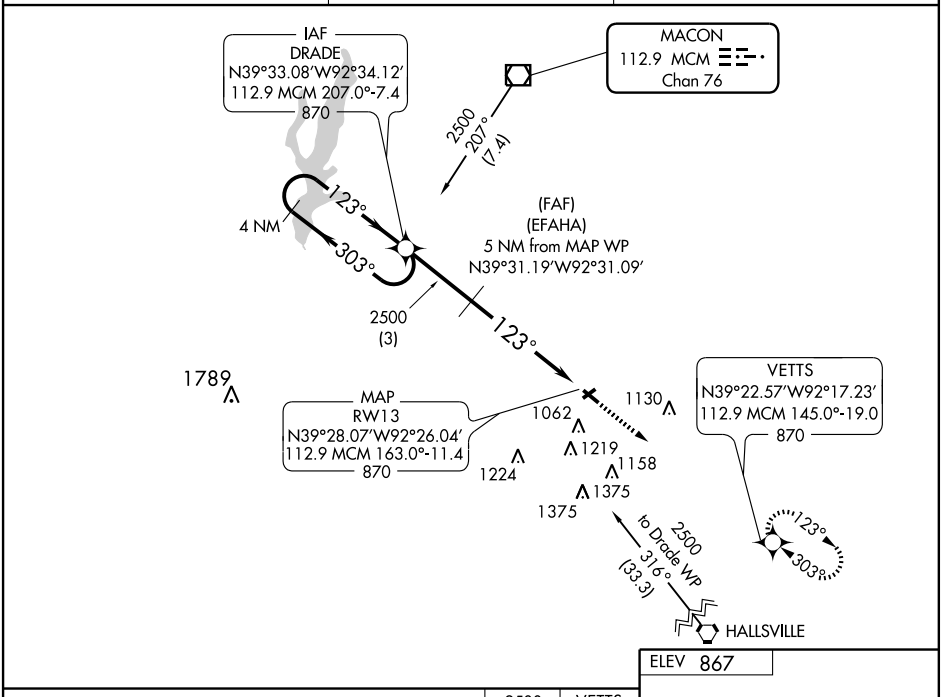
VOR/DME MCM	APP CRS	Rwy Idg 4690
112.9	123°	TDZE 866
Chan 76		Apt Elev 867

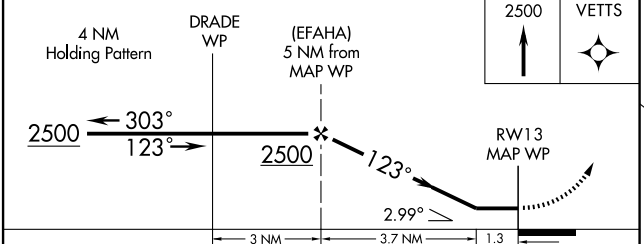
VOR/DME RNAV or GPS RWY 13

MOBERLY/OMAR N. BRADLEY (MBY)

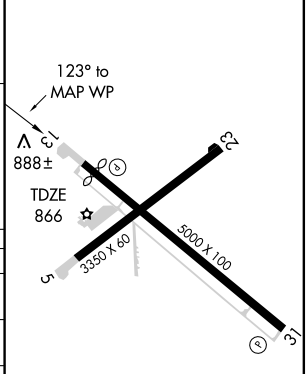
NA	Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.	MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	1320-1	454 (500-1)	1320-1¼ 454 (500-1¼)	1320-1½ 454 (500-1½)
CIRCLING	1380-1	514 (600-1)	1380-1½ 514 (600-1½)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-13	1500-1	634 (700-1)	1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
CIRCLING	1540-1	674 (700-1)	1540-2 674 (700-2)	1680-2¾ 814 (900-2¾)



REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MCM	APP CRS	Rwy Idg 5000
112.9	303°	TDZE 866
Chan 76		Apt Elev 867

VOR/DME RNAV or GPS RWY 31

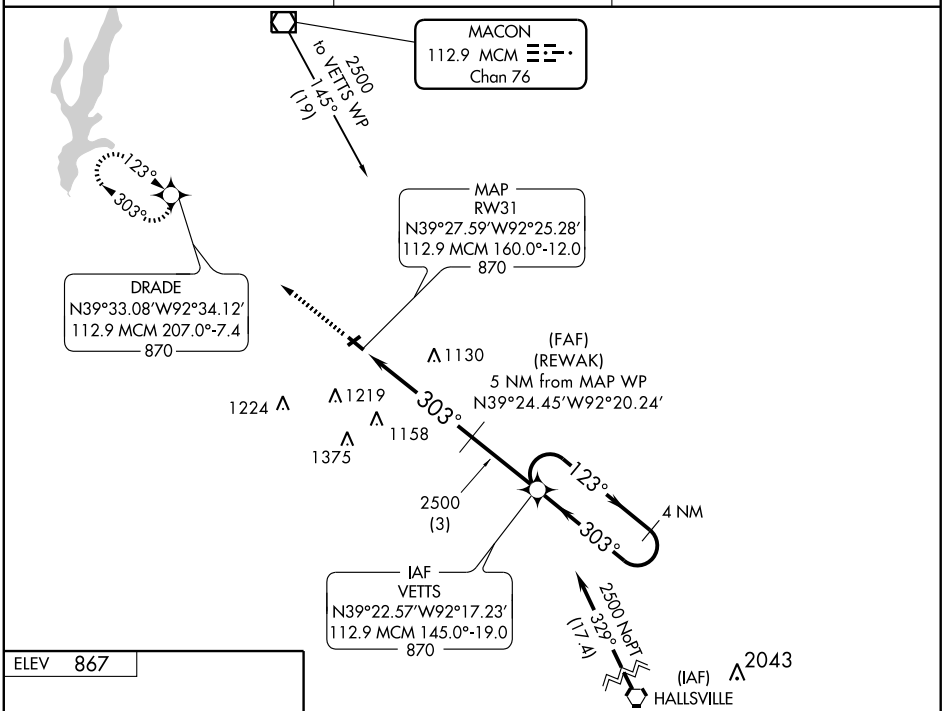
MOBERLY/OMAR N. BRADLEY (MBY)

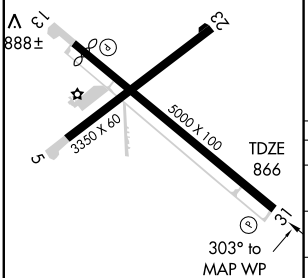
NA

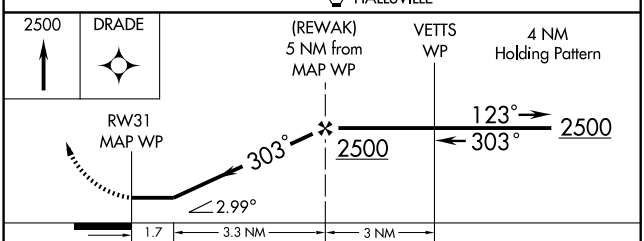
Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.

MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L







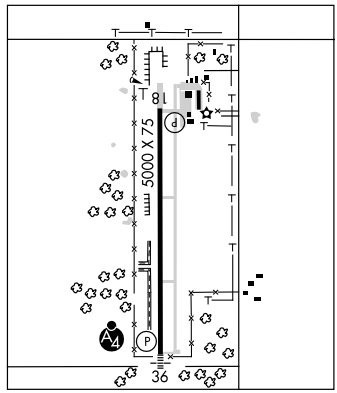
CATEGORY	A	B	C	D
S-31	1460-1 594 (600-1)		1460-1½ 594 (600-1½)	1460-1¾ 594 (600-1¾)
CIRCLING	1500-1 634 (700-1)		1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-31	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2 774 (800-2)	1640-2½ 744 (800-2½)
CIRCLING	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1680-2¾ 814 (900-2¾)

REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

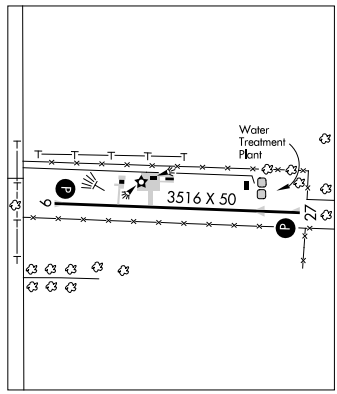
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MONETT MUNI (HFJ) 5 W UTC−6(−5DT) N36°54.37′ W94°10.77′ **KANSAS CITY**
1314 B **FUEL** 100LL, JET A NOTAM FILE COU **H–6I, L–16F**
RWY 18–36: H5000X75 (CONC) S–30 MIRL 0.3% up N **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°. TCH 40′. Ground.
RWY 36: MALSF. REIL. PAPI(P4L)—GA 3.0°. TCH 39′. Trees.
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs. Wildlife and ultralights on and invof arpt. Rwy 18–36—60′ x 475′ asph safety area N of Rwy 18 thld. Asph twy sections not full strength. Rwy 36 REIL. OTS indef. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36, MALSF Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.275 (417) 476–2613.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95 **CLNC DEL** 121.85
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 072° 20.7 NM to fld. 1200/7E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.



MONROE CITY

CAPT. BEN SMITH AIRFIELD–MONROE CITY (K52) 1 S UTC−6(−5DT) N39°38.07′ W91°43.62′ **KANSAS CITY**
737 B S2 **FUEL** 100LL TPA—See Remarks NOTAM FILE STL **L–27B**
RWY 09–27: H3516X50 (ASPH–RFSC) S–16 MIRL (NSTD) **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Ultralight acft on and invof arpt. TPA for lgt acft 1537(800), turbo prop and jets 2237(1500). NSTD MIRL, split lenses of amber and white missing last 1,758′ of Rwy 27. Rwy 09 VASI OTS indef. Rwy 27 VASI OTS indef. MIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 233° 24.4 NM to fld. 710/5E. **HIWAS.**



MONTGOMERY CITY

MONTGOMERY–WEHRMAN (4MO) 4 NE UTC−6(−5DT) N39°00.75′ W91°25.16′ **KANSAS CITY**
778 S6 **FUEL** 100LL NOTAM FILE STL
RWY 03–21: 2360X75 (TURF–GRVL) LIRL (NSTD)
RWY 03: Trees. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat continuously, Sun 1900–0600Z‡. For LIRL Rwy 03–21 call arpt manager. Night operations not recommended. Rwy 03–21 gravel portion 1360′X10′. Rwy 03–21 uneven sfc. NSTD rwy safety area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy 03–21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03–21 NSTD LIRL, mounted on fence at various distances, no thld lgts.
COMMUNICATIONS: CTAF 122.9.

MONTGOMERY–WEHRMAN (See MONTGOMERY CITY)

WAAS	APP CRS	Rwy Idg	5000
CH 53403	179°	TDZE	1314
W18A		Apt Elev	1314

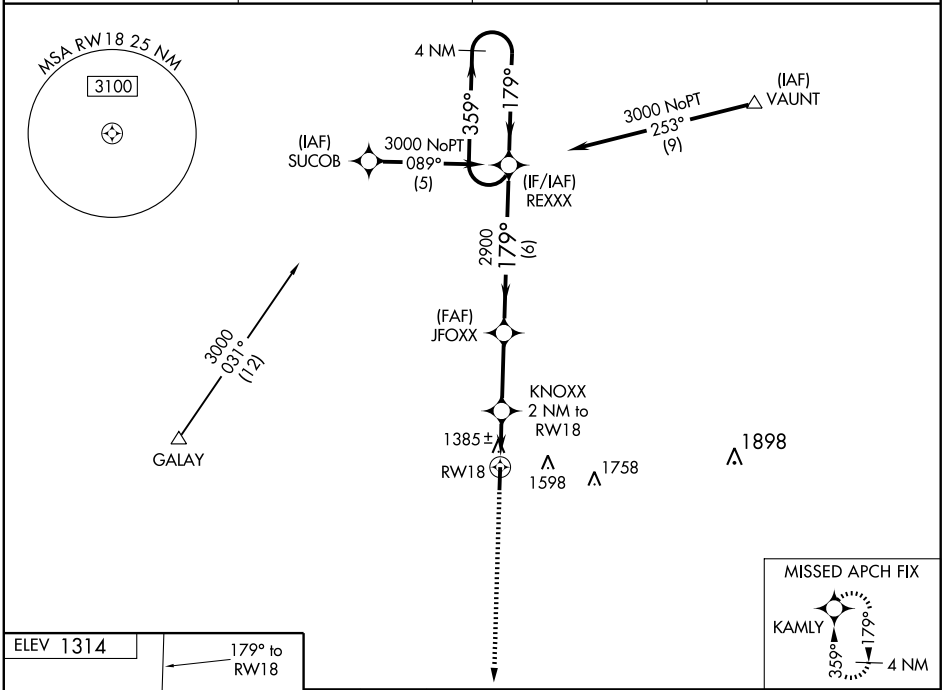
RNAV (GPS) RWY 18

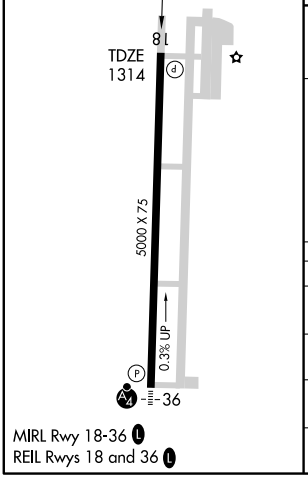
MONETT MUNI (HFJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile. Baro-VNAV and VDP NA when using Joplin altimeter setting.

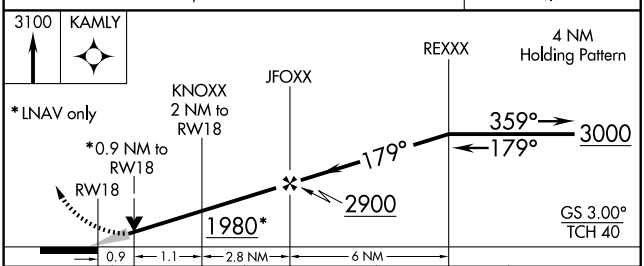
MISSED APPROACH: Climb to 3100 direct KAMLY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1614-1	300 (300-1)	NA	
LNAV/VNAV DA	1663-1¼	349 (400-1¼)	NA	
LNAV MDA	1640-1	326 (400-1)	NA	
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 69303 W36A	APP CRS 359°	Rwy Idg 5000 TDZE 1300 Apt Elev 1314

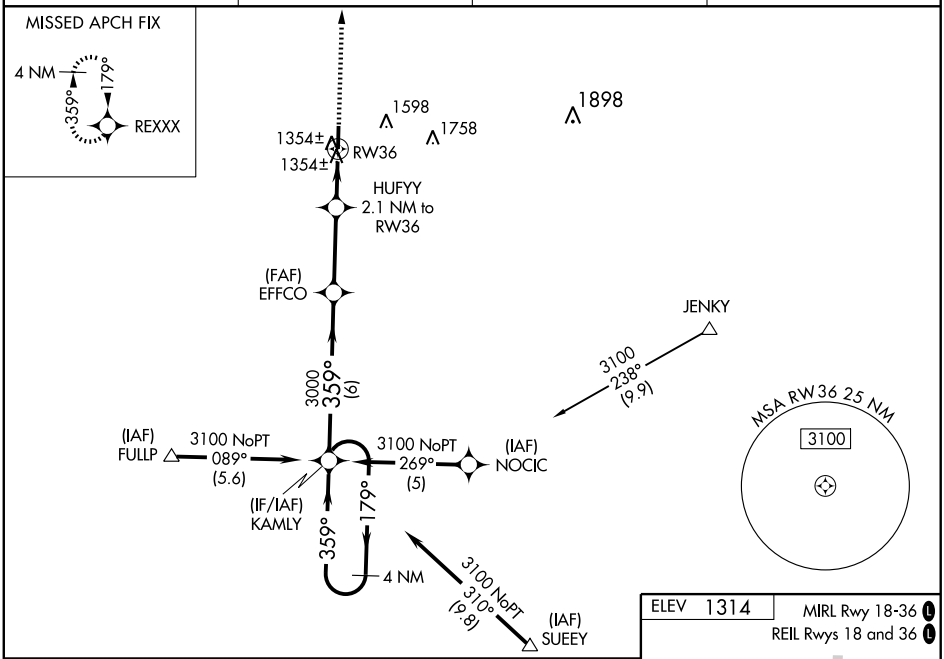
RNAV (GPS) RWY 36
MONETT MUNI (HFJ)

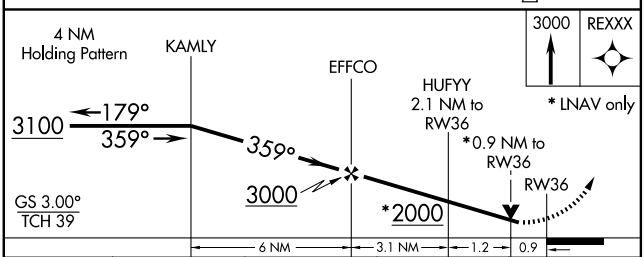
T A NA — Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin altimeter setting. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

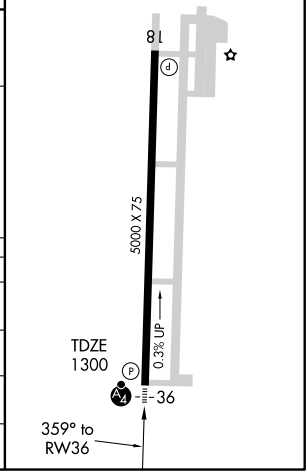
MALSF

MISSED APPROACH: Climb to 3000 direct REXXX and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L



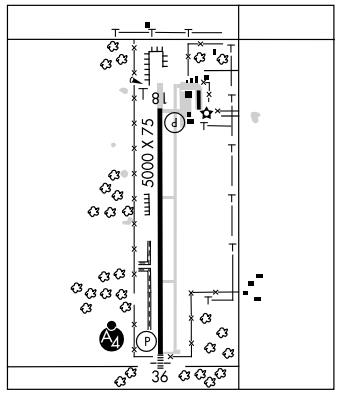




CATEGORY	A	B	C	D
LPV DA	1577-1	277 (300-1)	NA	
LNAV/VNAV DA	1655-1¼	355 (400-1¼)	NA	
LNAV MDA	1620-¾	320 (400-¾)	NA	
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)	NA	

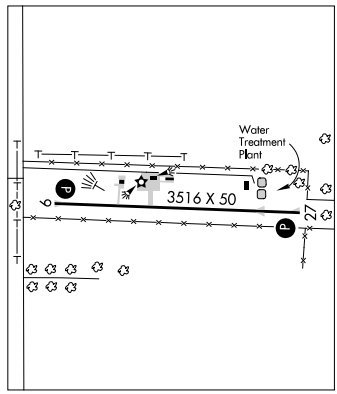
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MONETT MUNI (HFJ) 5 W UTC−6(−5DT) N36°54.37′ W94°10.77′ **KANSAS CITY**
1314 B **FUEL** 100LL, JET A NOTAM FILE COU **H–6I, L–16F**
RWY 18–36: H5000X75 (CONC) S–30 MIRL 0.3% up N **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°. TCH 40′. Ground.
RWY 36: MALSF. REIL. PAPI(P4L)—GA 3.0°. TCH 39′. Trees.
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs. Wildlife and ultralights on and invof arpt. Rwy 18–36—60′ x 475′ asph safety area N of Rwy 18 thld. Asph twy sections not full strength. Rwy 36 REIL. OTS indef. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36, MALSF Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.275 (417) 476–2613.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95 **CLNC DEL** 121.85
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 072° 20.7 NM to fld. 1200/7E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.



MONROE CITY

CAPT. BEN SMITH AIRFIELD–MONROE CITY (K52) 1 S UTC−6(−5DT) N39°38.07′ W91°43.62′ **KANSAS CITY**
737 B S2 **FUEL** 100LL TPA—See Remarks NOTAM FILE STL **L–27B**
RWY 09–27: H3516X50 (ASPH–RFSC) S–16 MIRL (NSTD) **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Ultralight acft on and invof arpt. TPA for lgt acft 1537(800), turbo prop and jets 2237(1500). NSTD MIRL, split lenses of amber and white missing last 1,758′ of Rwy 27. Rwy 09 VASI OTS indef. Rwy 27 VASI OTS indef. MIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 233° 24.4 NM to fld. 710/5E. **HIWAS.**



MONTGOMERY CITY

MONTGOMERY–WEHRMAN (4MO) 4 NE UTC−6(−5DT) N39°00.75′ W91°25.16′ **KANSAS CITY**
778 S6 **FUEL** 100LL NOTAM FILE STL
RWY 03–21: 2360X75 (TURF–GRVL) LIRL (NSTD)
RWY 03: Trees. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat continuously, Sun 1900–0600Z‡. For LIRL Rwy 03–21 call arpt manager. Night operations not recommended. Rwy 03–21 gravel portion 1360′X10′. Rwy 03–21 uneven sfc. NSTD rwy safety area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy 03–21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03–21 NSTD LIRL, mounted on fence at various distances, no thld lgts.
COMMUNICATIONS: CTAF 122.9.

MONTGOMERY–WEHRMAN (See MONTGOMERY CITY)

APP CRS	Rwy Idg	3516
091°	TDZE	737
	Apt Elev	737

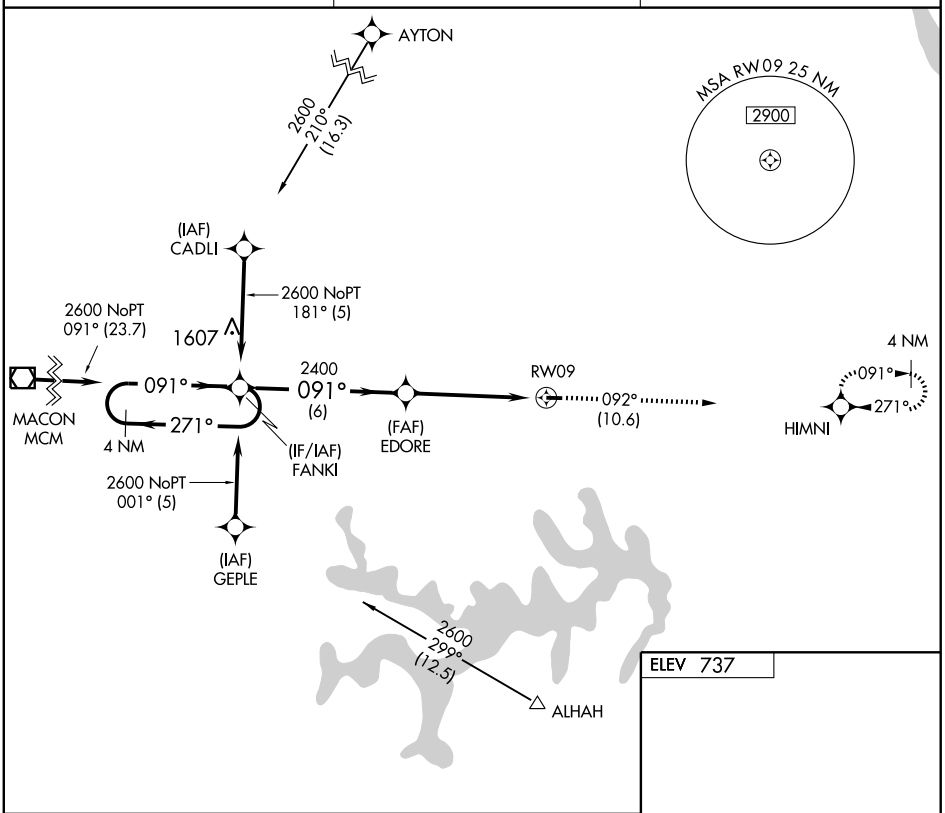
RNAV (GPS) RWY 9

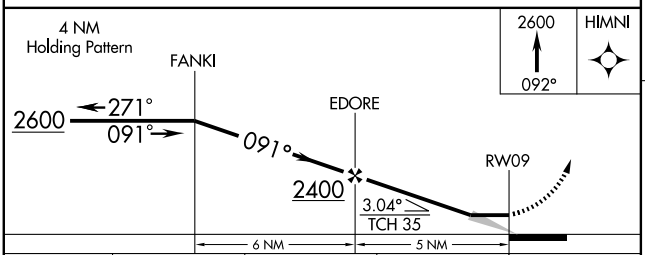
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

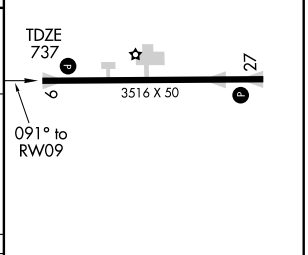
MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L





2600	HIMNI
092°	



CATEGORY	A	B	C	D
LNAV MDA	1200-1 463 (500-1)		1200-1¼ 463 (500-1¼)	NA
CIRCLING	1380-1 643 (700-1)		1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3516
271°	TDZE	737
	Apt Elev	737

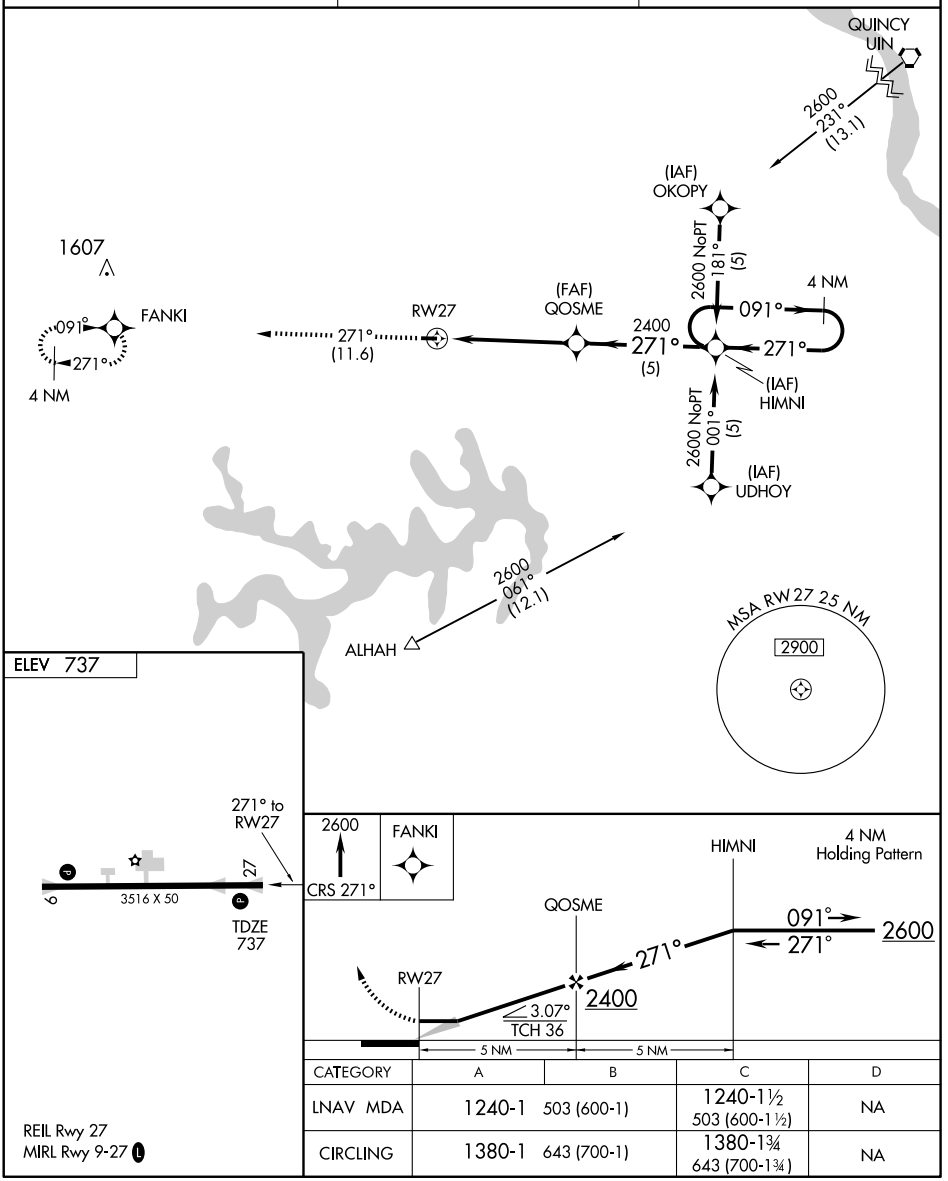
RNAV (GPS) RWY 27

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	503 (600-1)	1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC UIN 113.6 Chan 83	APP CRS 233°	Rwy Idg N/A TDZE N/A Apt Elev 737

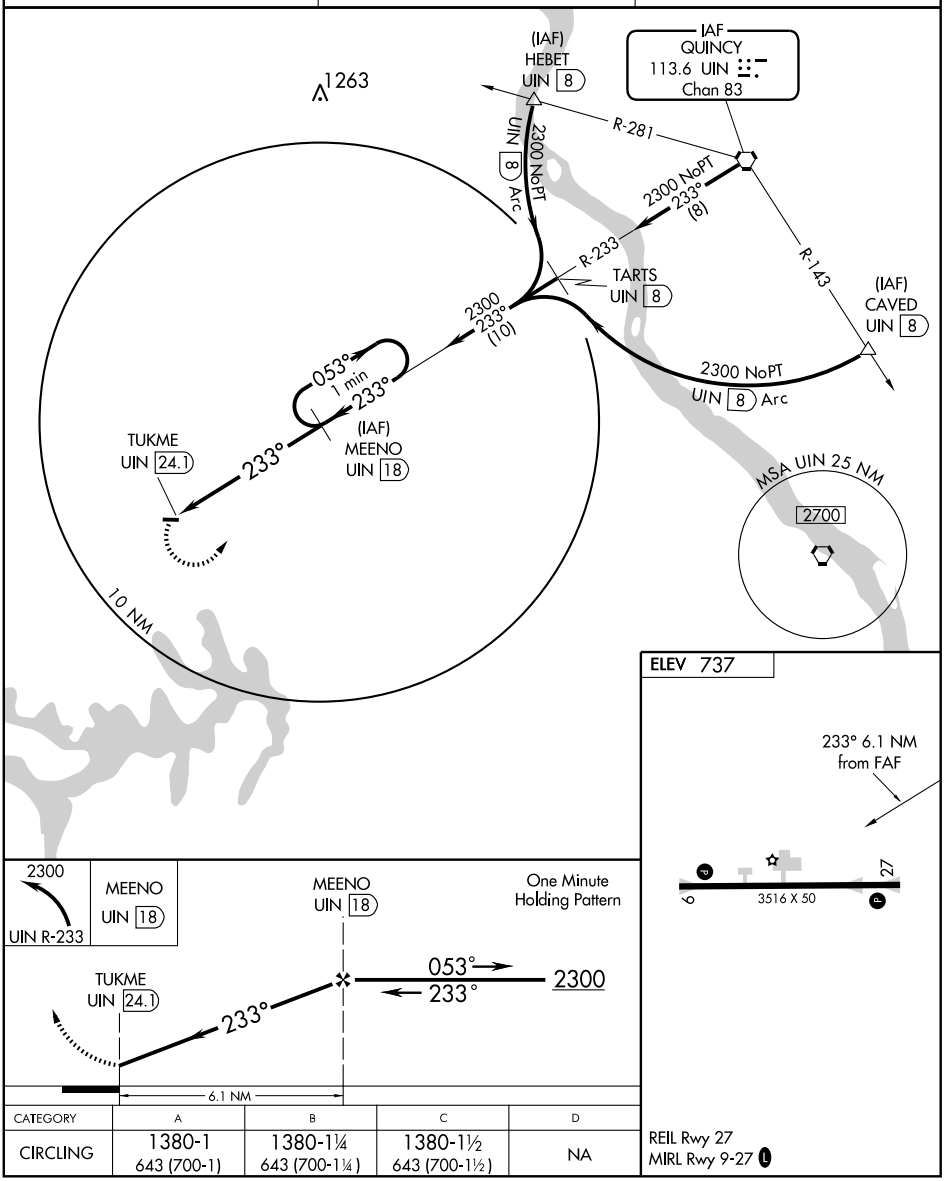
VOR/DME-A

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MONTICELLO

LEWIS CO RGNL (6M6) 2 NE UTC−6(−5DT) N40°07.75′ W91°40.70′ **KANSAS CITY**

675 B **FUEL** 100LL NOTAM FILE STL **L–27B, L–27A, A**

RWY 18–36: H3500X60 (CONC) S–30 MIRL 0.3% up S **IAP**

RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40′. Road.

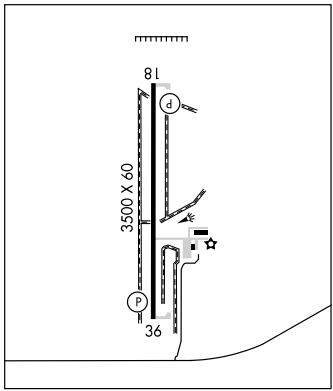
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18–36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7 UNICOM unmonitored.

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 308° 24.9 NM to fld. 710/5E. **HIWAS.**



MOSBY

MIDWEST NATIONAL AIR CENTER (GPH) 1 N UTC−6(−5DT) N39°19.95′ W94°18.58′ **KANSAS CITY**

777 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU **H–5C, L–27A, A**

RWY 18–36: H5504X100 (ASPH) S–30, D–60 HIRL **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 59′. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1300–0000Z‡. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816–407–3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions during Nov–Mar, call 816–407–3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18–36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **KANSAS CITY CLNC DEL** 118.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22′ W94°35.80′ 041° 18.5 NM to fld. 740/5E.

ILS/DME 110.55 I–CUE Chan 42(Y) Rwy 18. ILS unmonitored.

MOSCOW MILLS

GREENSFIELD (M71) 4 SW UTC−6(−5DT) N38°54.11′ W90°57.62′ **KANSAS CITY**

549 NOTAM FILE STL **L–27B, A**

RWY 09–27: H3227X50 (ASPH)

RWY 09: Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop–off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09–27 designation markings incorrectly spaced from rwy thld.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W090°58.27′ 357° 12.4 to fld. 818/5E.

WAAS	APP CRS	Rwy Idg	3500
CH 50401	180°	TDZE	675
W18A		Apt Elev	675

RNAV (GPS) RWY 18

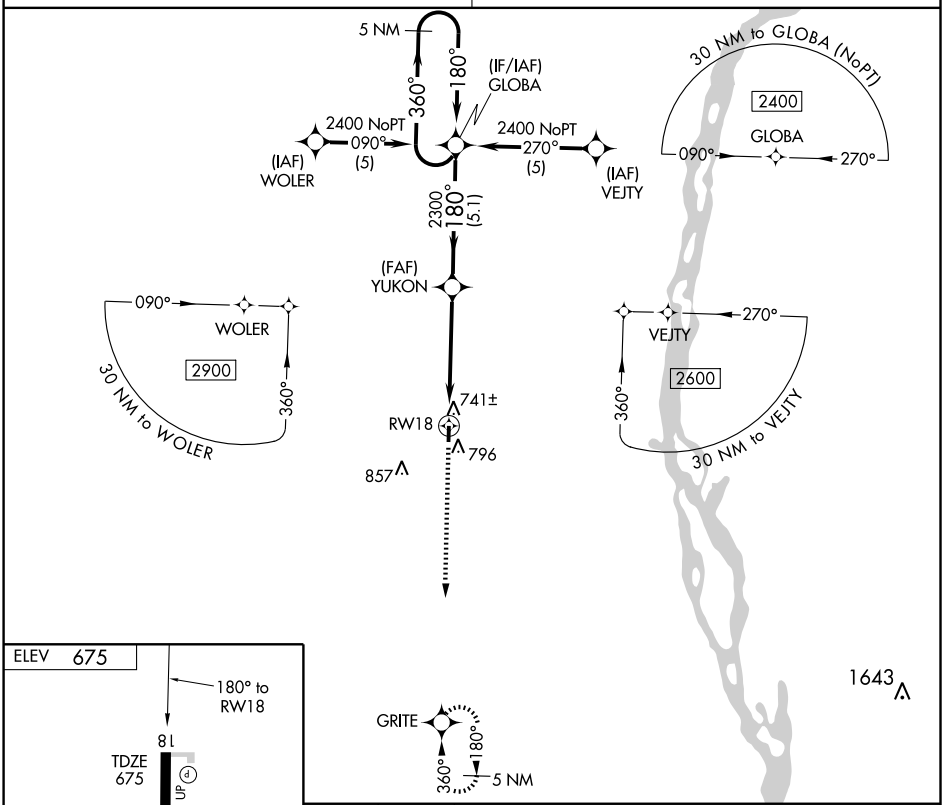
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

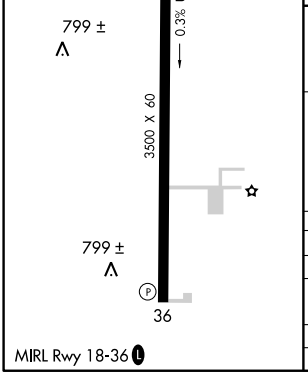
T
A NA

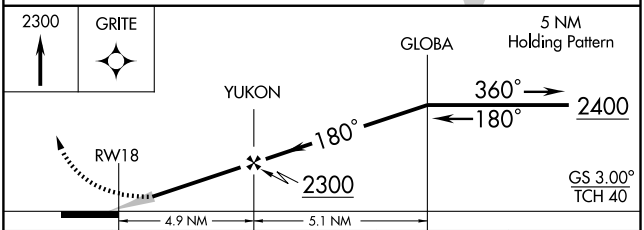
DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct GRITE and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1035-1¼	360 (400-1¼)	NA	
LNAV/VNAV DA	1082-1½	407 (500-1½)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3500
CH 97601	360°	TDZE	675
W36A		Apt Elev	675

RNAV (GPS) RWY 36

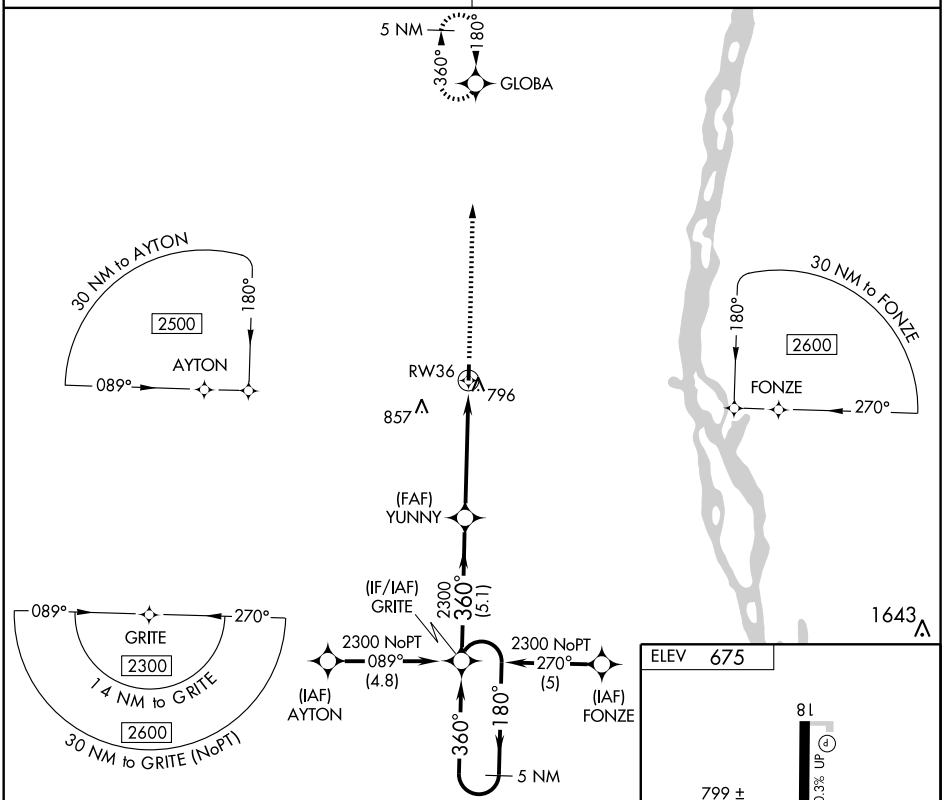
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

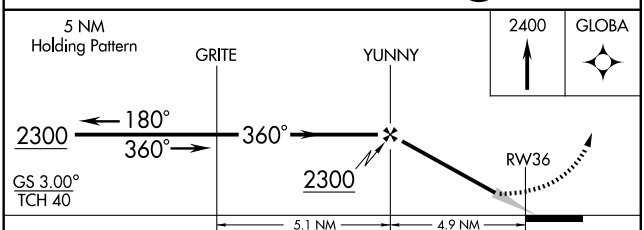
T
A NA

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct GLOBA and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)	NA	
LNAV/ VNAV DA	1137-1¾	462 (500-1¾)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC UIN 113.6 Chan 83	APP CRS 308°	Rwy Idg N/A TDZE N/A Apt Elev 674

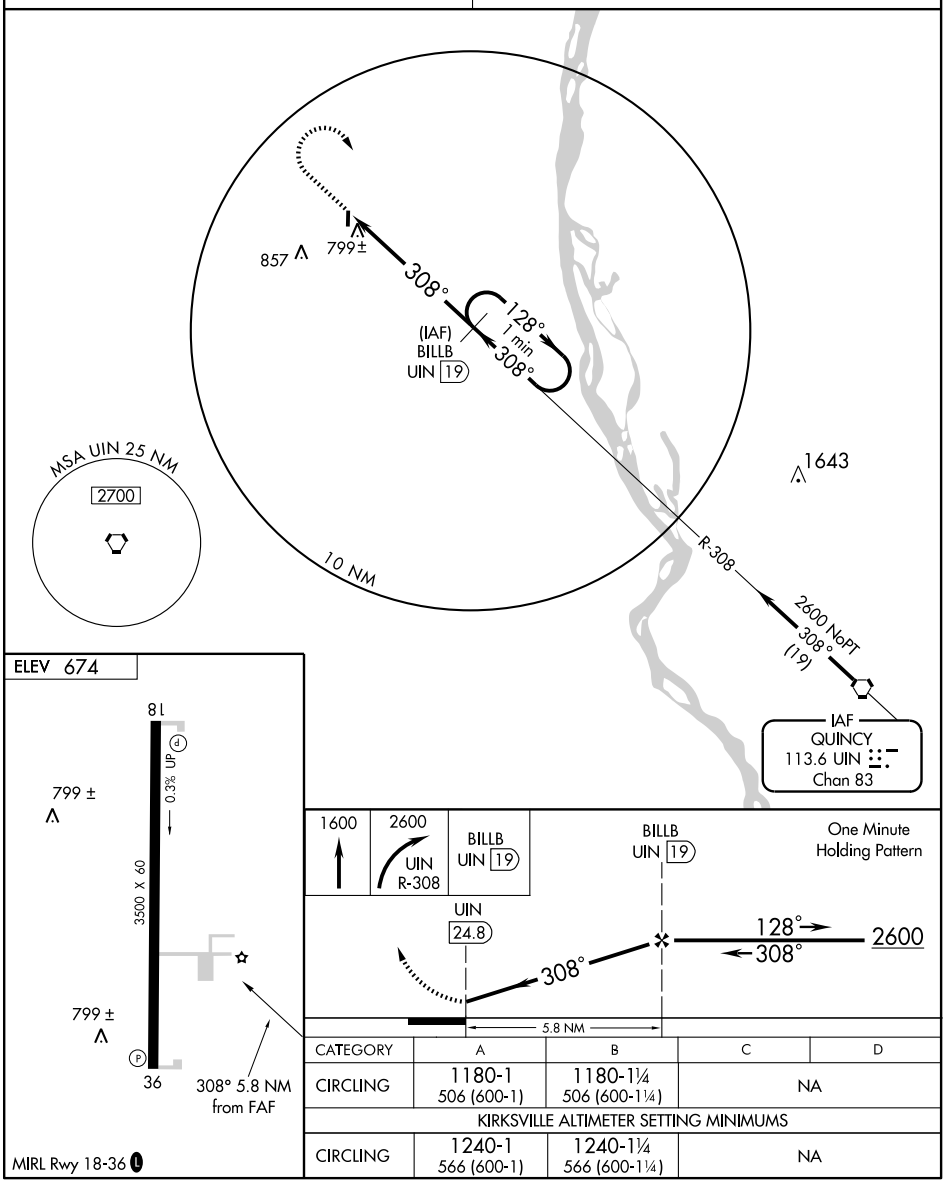
VOR/DME-A

MONTICELLO/ LEWIS COUNTY RGNL (6M6)

T A NA — Use Quincy altimeter setting; when not received use Kirksville altimeter setting

MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1180-1 506 (600-1)	1180-1¼ 506 (600-1¼)	NA	
KIRKSVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 566 (600-1)	1240-1¼ 566 (600-1¼)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MONTICELLO

LEWIS CO RGNL (6M6) 2 NE UTC−6(−5DT) N40°07.75′ W91°40.70′ **KANSAS CITY**

675 B **FUEL** 100LL NOTAM FILE STL **L–27B, L–27A, A**

RWY 18–36: H3500X60 (CONC) S–30 MIRL 0.3% up S **IAP**

RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40′. Road.

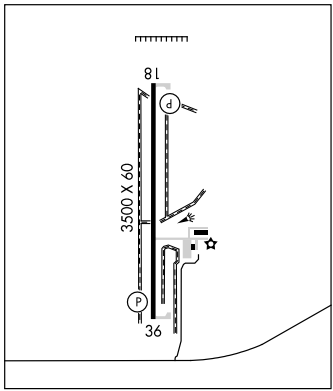
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18–36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7 UNICOM unmonitored.

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 308° 24.9 NM to fld. 710/5E. **HIWAS.**



MOSBY

MIDWEST NATIONAL AIR CENTER (GPH) 1 N UTC−6(−5DT) N39°19.95′ W94°18.58′ **KANSAS CITY**

777 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU **H–5C, L–27A, A**

RWY 18–36: H5504X100 (ASPH) S–30, D–60 HIRL **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 59′. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1300–0000Z‡. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816–407–3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions during Nov–Mar, call 816–407–3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18–36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **KANSAS CITY CLNC DEL** 118.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22′ W94°35.80′ 041° 18.5 NM to fld. 740/5E.

ILS/DME 110.55 I–CUE Chan 42(Y) Rwy 18. ILS unmonitored.

MOSCOW MILLS

GREENSFIELD (M71) 4 SW UTC−6(−5DT) N38°54.11′ W90°57.62′ **KANSAS CITY**

549 NOTAM FILE STL **L–27B, A**

RWY 09–27: H3227X50 (ASPH)

RWY 09: Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop–off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09–27 designation markings incorrectly spaced from rwy thld.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W090°58.27′ 357° 12.4 to fld. 818/5E.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-780 (FAA)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

LOC/DME I-CUE	APP CRS	Rwy Idg	5504
110.55	184°	TDZE	777
Chan 42 (Y)		Apt Elev	777

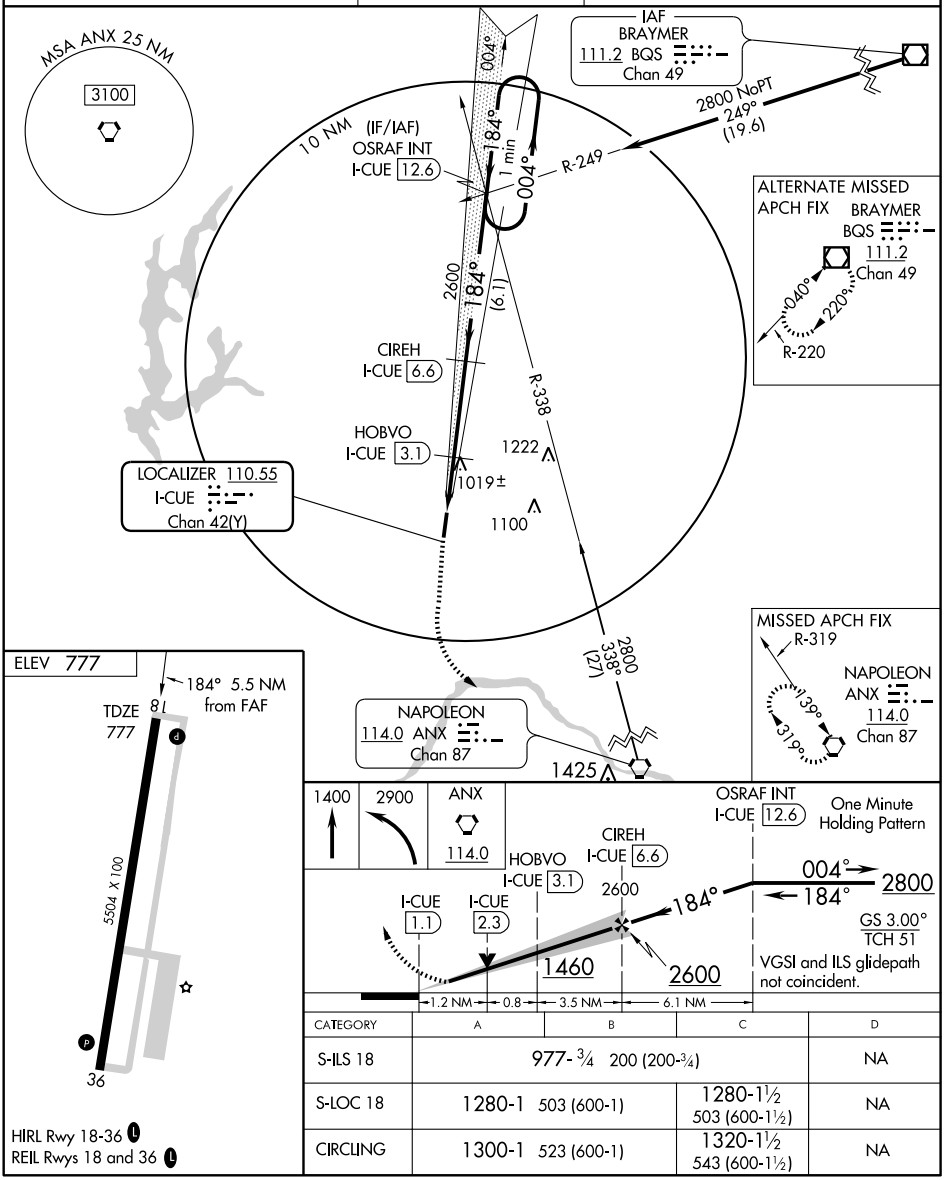
ILS or LOC/DME RWY 18

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

T ANA Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L

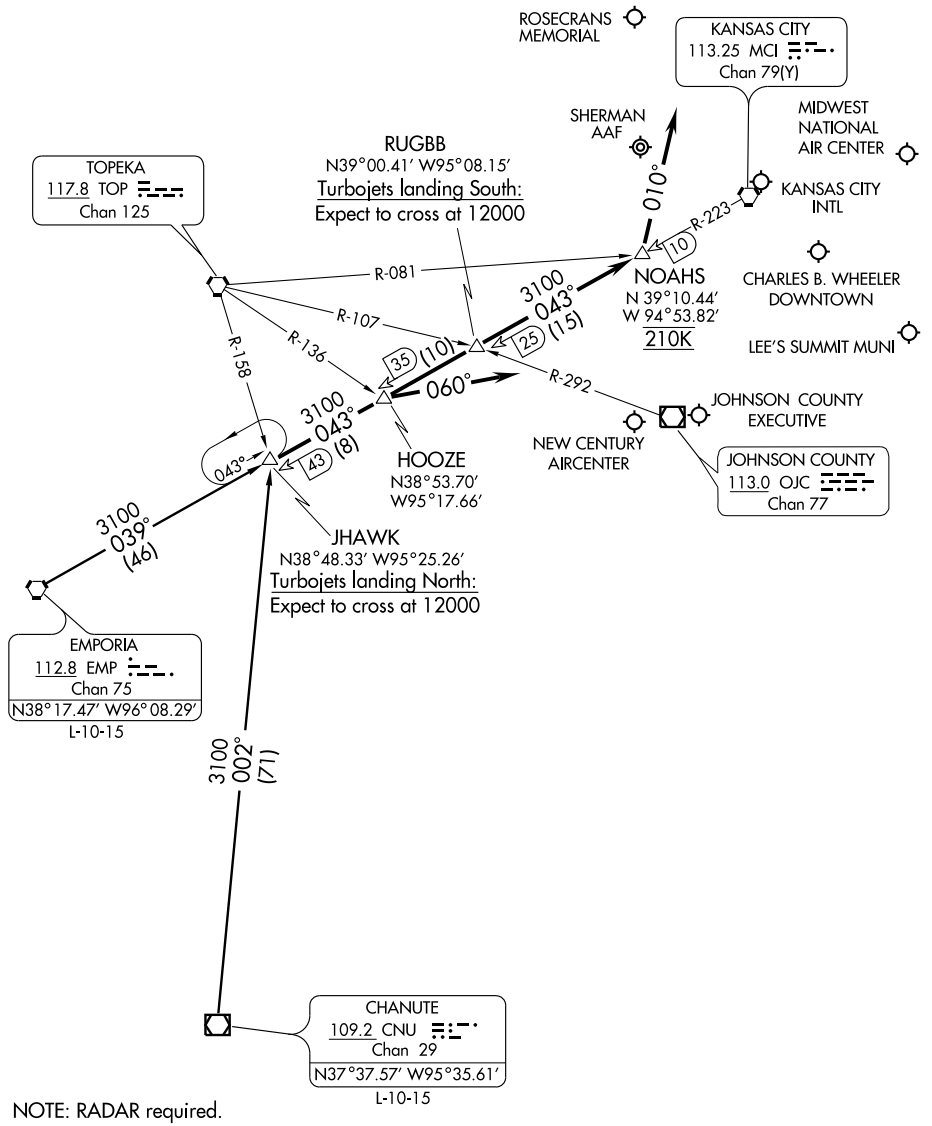


CATEGORY	A	B	C	D
S-ILS 18	977-¾ 200 (200-¾)			NA
S-LOC 18	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5504
CH 70323	184°	TDZE	777
W18A		Apt Elev	777

RNAV (GPS) RWY 18

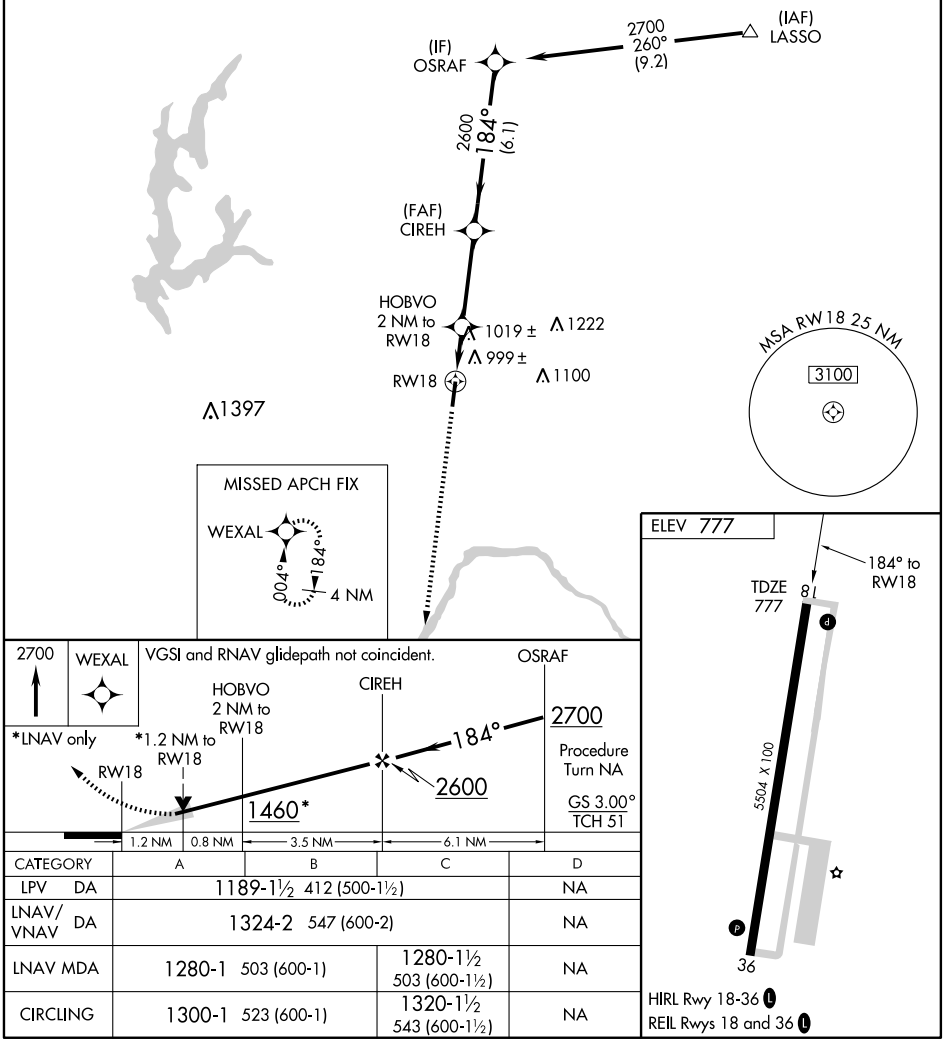
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

T ANA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L

Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1189-1½ 412 (500-1½)			NA
LNAV/VNAV DA	1324-2 547 (600-2)			NA
LNAV MDA	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5504
CH 86409	004°	TDZE	776
W36A		Apt Elev	777

RNAV (GPS) RWY 36

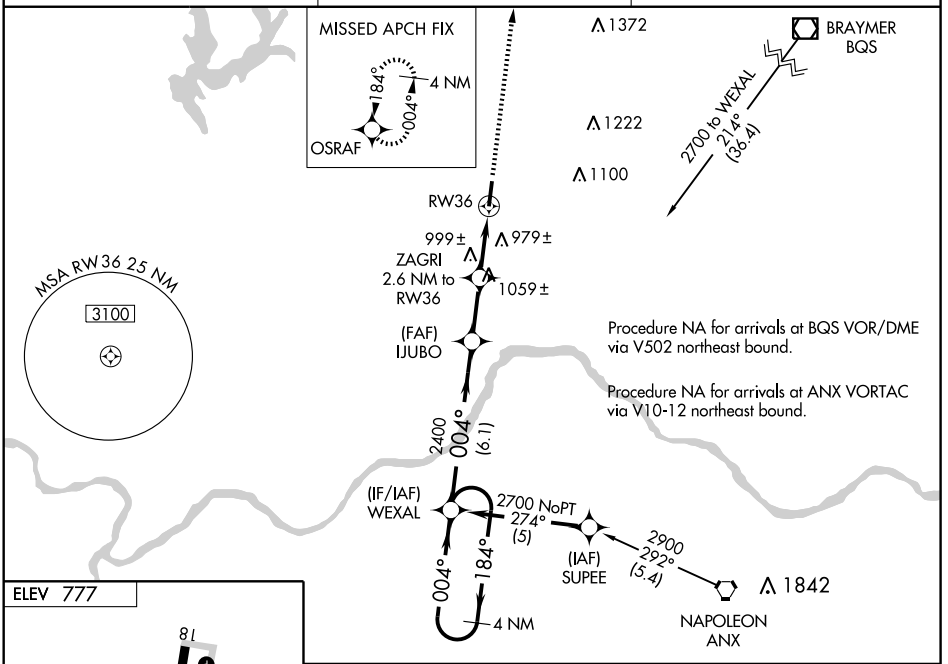
MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)

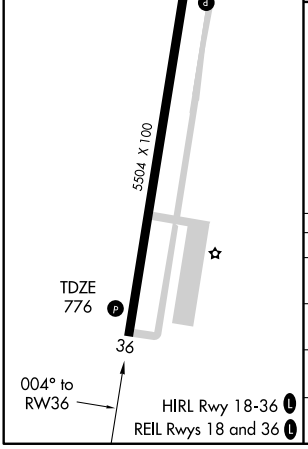
T
NA

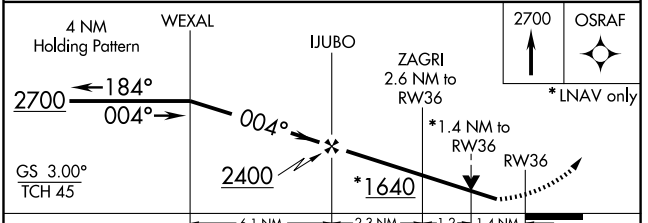
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L







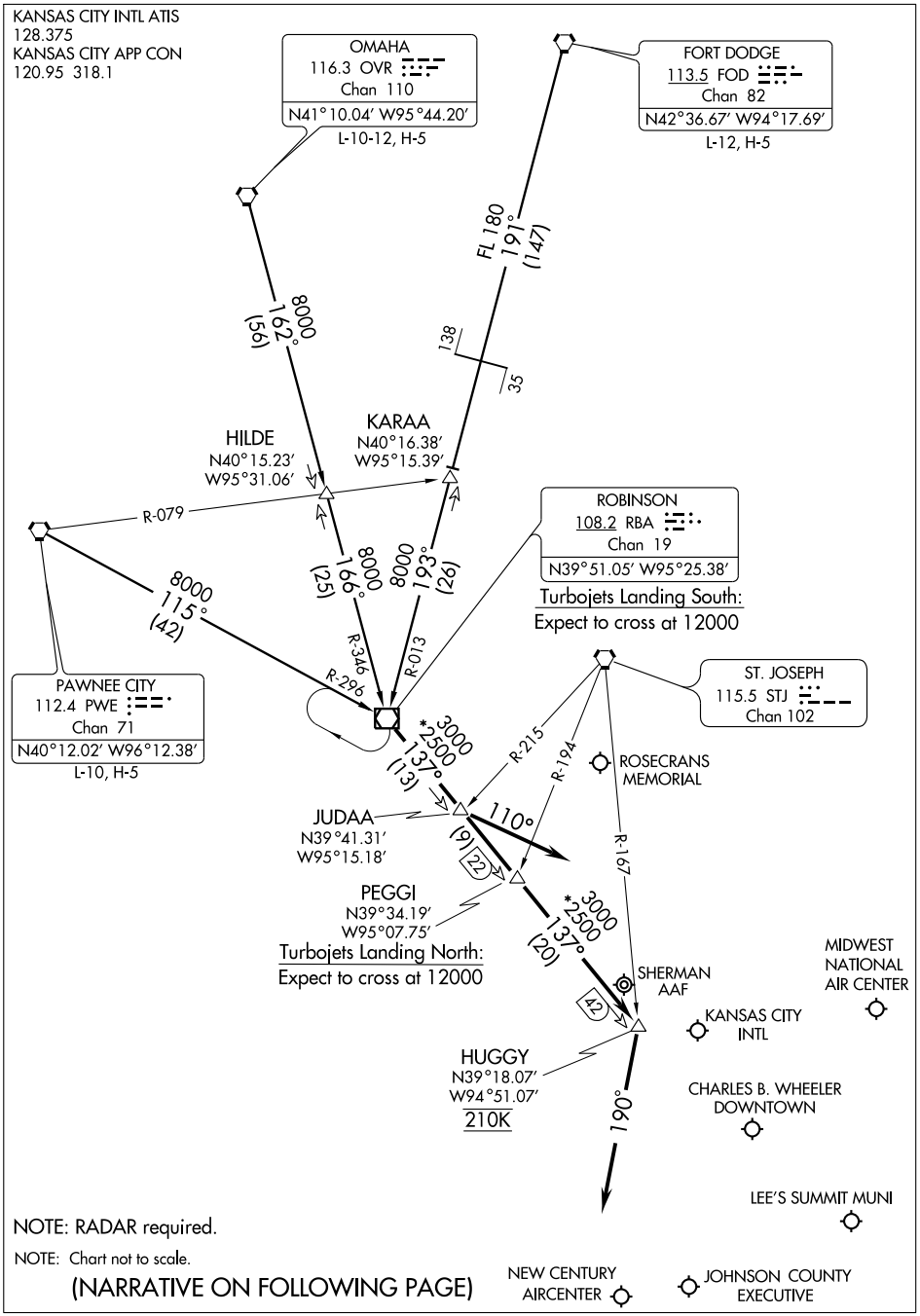
CATEGORY	A	B	C	D
LPV DA	1105-1¼ 329 (400-1¼)			NA
LNAV/VNAV DA	1341-2 565 (600-2)			NA
LNAV MDA	1260-1 484 (500-1)		1260-1¼ 484 (500-1¼)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

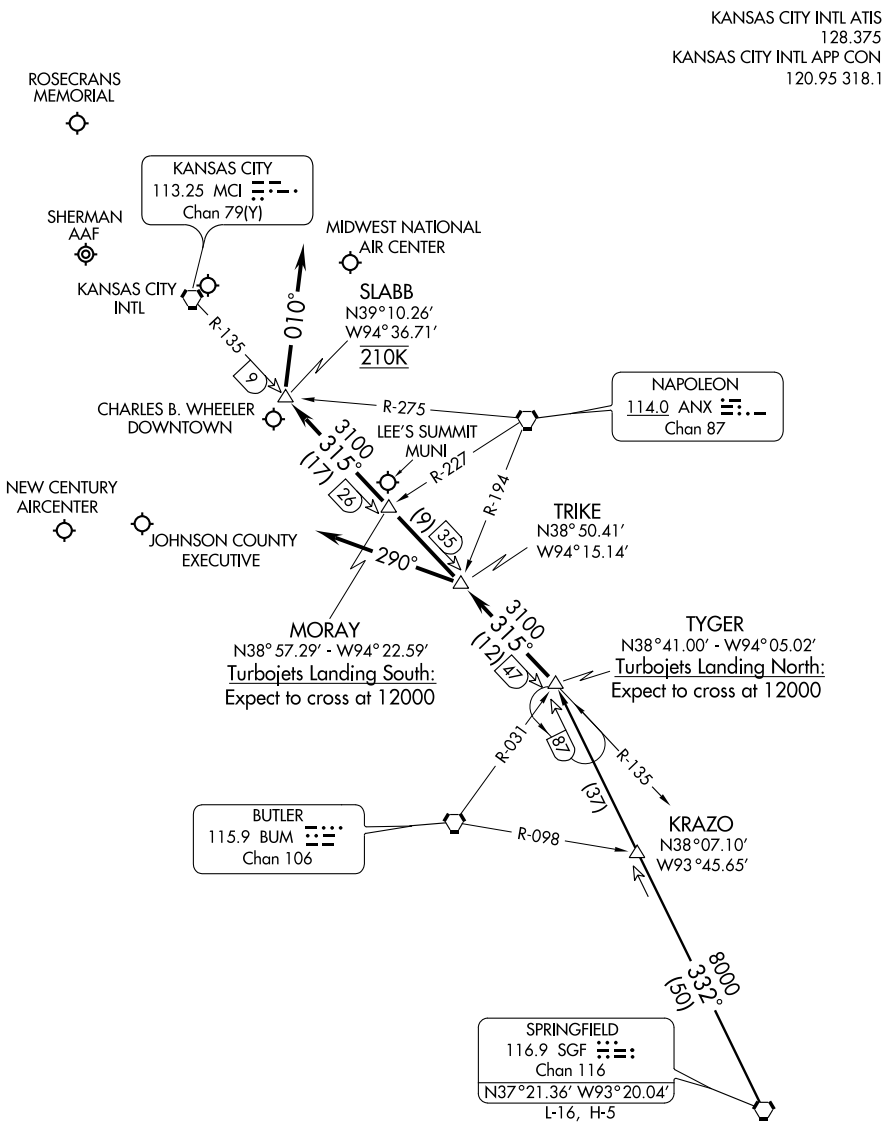
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

MOUNTAIN GROVE MEM (1MO) 3 SW UTC−6(−5DT) N37°07.24′ W92°18.67′

KANSAS CITY
L–16G
IAP

1476 B S6 **FUEL** 100LL, JET A1+, MOGAS NOTAM FILE COU

RWY 08–26: H3590X50 (ASPH–RFSC) LIRL (NSTD) 0.5% up E

RWY 08: Trees. **RWY 26:** Trees.

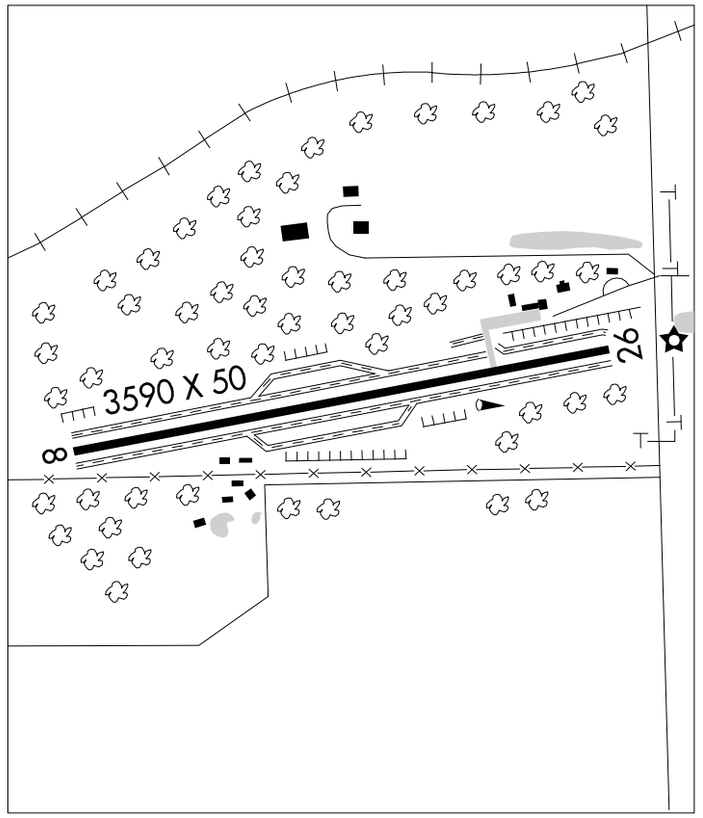
AIRPORT REMARKS: Attended continuously. Crop dusting acft on and invof arpt. NSTD rwy safety areas around entire rwy, incorrect grades, insufficient length byd rwy ends and sides of rwy, numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in primary, approach, and transitional surfaces around entire rwy. Rwy 08–26 numerous cracks with grass and weeds growing in them. Rwy 08–26 NSTD LIRL, 6 thld lgts at Rwy 26 thld. Rwy lighting system in poor condition.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 072° 27.8 NM to fld. 1600/6E.



MOUNTAIN VIEW (MNF) 1 SW UTC−6(−5DT) N36°59.57′ W91°42.87′

KANSAS CITY
H–6J, L–16G
IAP

1181 B S1 **FUEL** 100LL, JET A1+ NOTAM FILE COU

RWY 10–28: H5005X75 (ASPH) MIRL 0.8% up NW

RWY 10: Thld dsplcd 320′.

RWY 28: PAPI (P4L)—GA 3.0° TCH 52′. Pole.

AIRPORT REMARKS: Attended 1400–2300Z‡. After hrs phone numbers posted on terminal door. Major powerplant repairs avbl. Wildlife on and invof arpt. Rwy 10–28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end, incorrect terrain grades, brush and small trees.

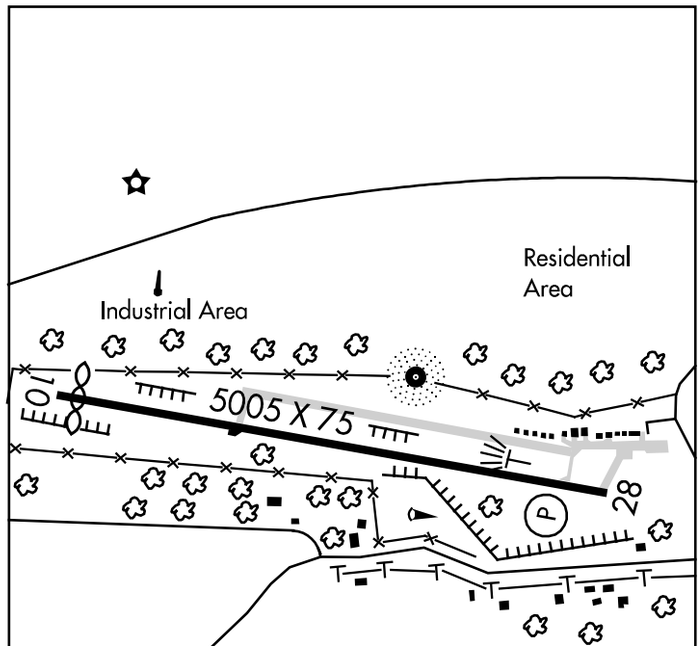
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 168° 36.0 NM to fld. 1370/6E. **HIWAS.**

NDB (MHW) 365 MNF N36°59.64′ W91°42.76′ at fld.



VORTAC DGD 109.4 Chan 31	APP CRS 072°	Rwy Idg 3590 TDZE 1476 Apt Elev 1476

VOR/DME or GPS RWY 8

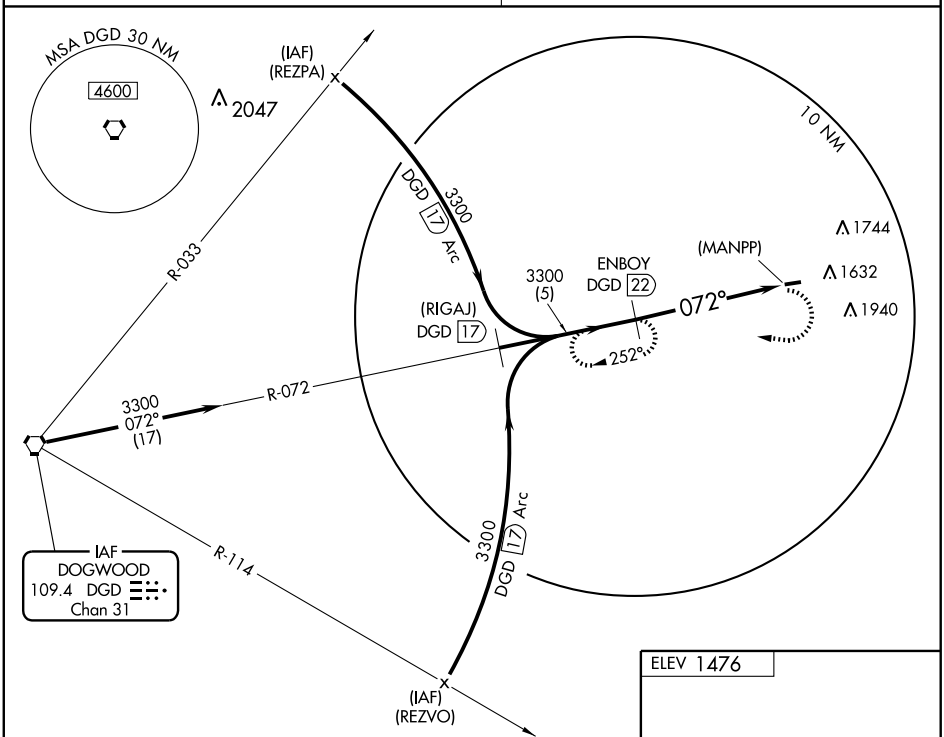
MOUNTAIN GROVE MEMORIAL (1MO)

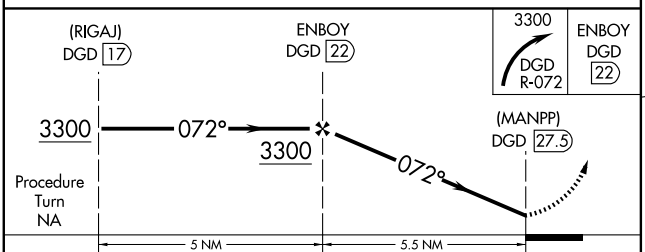
Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.

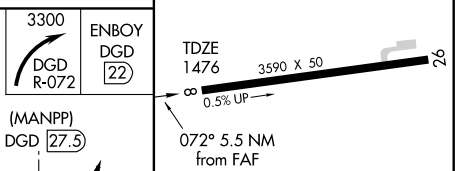
NA

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9







ELEV 1476

CATEGORY	A	B	C	D
S-8	2100-1 624 (700-1)	2100-1¼ 624 (700-1¼)	NA	
CIRCLING	2120-1 644 (700-1)	2120-1¼ 644 (700-1¼)	NA	

LIRL Rwy 8-26

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MOUNTAIN GROVE MEM (1MO) 3 SW UTC−6(−5DT) N37°07.24′ W92°18.67′

KANSAS CITY
L–16G
IAP

1476 B S6 **FUEL** 100LL, JET A1+, MOGAS NOTAM FILE COU

RWY 08–26: H3590X50 (ASPH–RFSC) LIRL (NSTD) 0.5% up E

RWY 08: Trees. **RWY 26:** Trees.

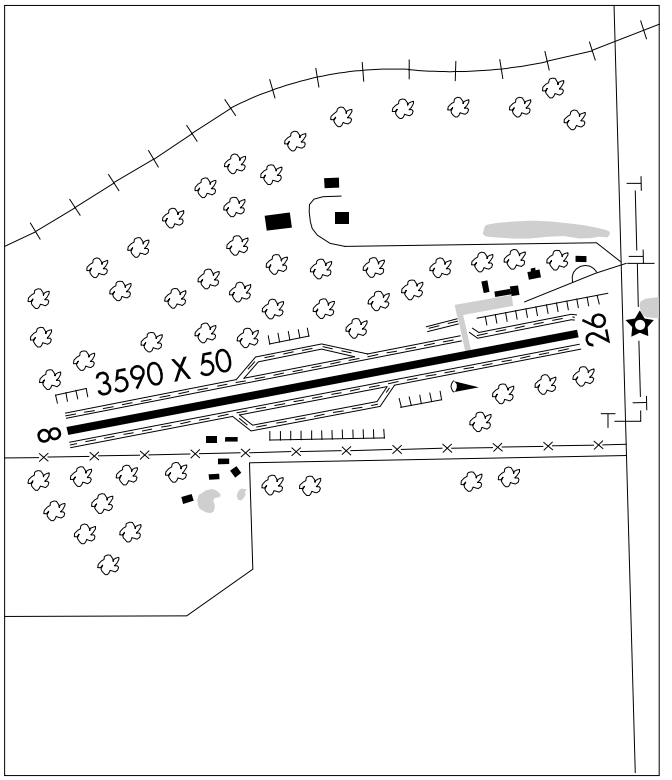
AIRPORT REMARKS: Attended continuously. Crop dusting acft on and invof arpt. NSTD rwy safety areas around entire rwy, incorrect grades, insufficient length byd rwy ends and sides of rwy, numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in primary, approach, and transitional surfaces around entire rwy. Rwy 08–26 numerous cracks with grass and weeds growing in them. Rwy 08–26 NSTD LIRL, 6 thld lgts at Rwy 26 thld. Rwy lighting system in poor condition.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 072° 27.8 NM to fld. 1600/6E.



MOUNTAIN VIEW (MNF) 1 SW UTC−6(−5DT) N36°59.57′ W91°42.87′

KANSAS CITY
H–6J, L–16G
IAP

1181 B S1 **FUEL** 100LL, JET A1+ NOTAM FILE COU

RWY 10–28: H5005X75 (ASPH) MIRL 0.8% up NW

RWY 10: Thld dsplcd 320′.

RWY 28: PAPI (P4L)—GA 3.0° TCH 52′. Pole.

AIRPORT REMARKS: Attended 1400–2300Z‡. After hrs phone numbers posted on terminal door. Major powerplant repairs avbl. Wildlife on and invof arpt. Rwy 10–28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end, incorrect terrain grades, brush and small trees.

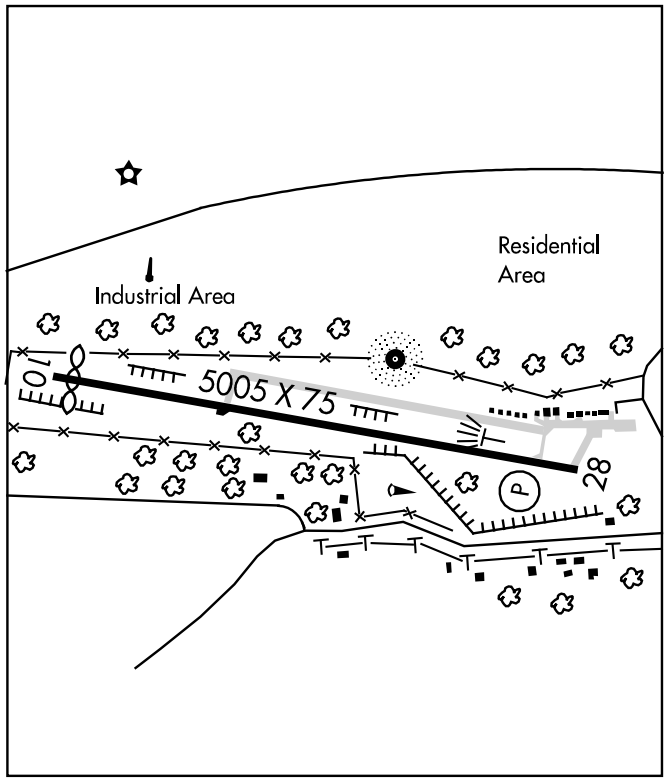
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 168° 36.0 NM to fld. 1370/6E. **HIWAS.**

NDB (MHW) 365 MNF N36°59.64′ W91°42.76′ at fld.



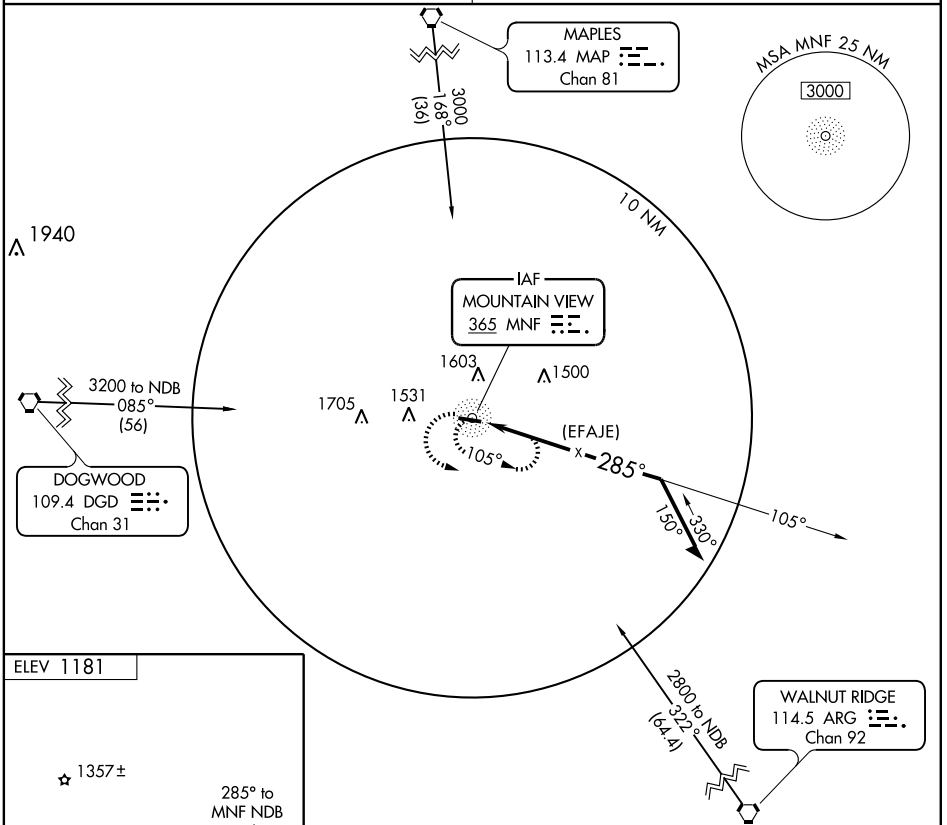
NDB MNF 365	APP CRS 285°	Rwy Idg 5005 TDZE 1165 Apt Elev 1181

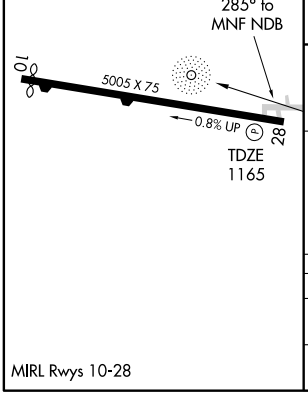
NDB or GPS RWY 28
MOUNTAIN VIEW (MNF)

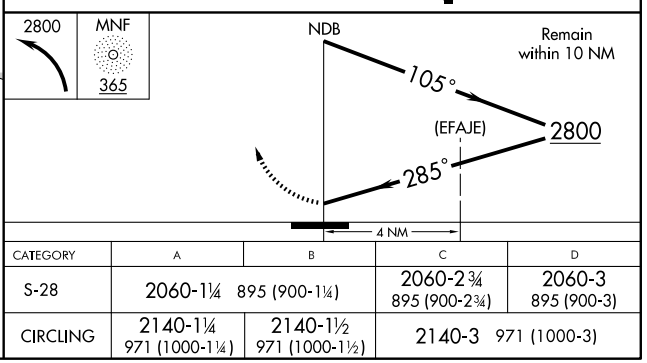
T NA Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	2060-1¼ 895 (900-1¼)		2060-2¾ 895 (900-2¾)	2060-3 895 (900-3)
CIRCLING	2140-1¼ 971 (1000-1¼)	2140-1½ 971 (1000-1½)	2140-3 971 (1000-3)	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

MT VERNON MUNI (2MO) 3 SW UTC−6(−5DT) N37°04.10′ W93°53.10′ **KANSAS CITY L–16F**

1244 S4 NOTAM FILE COU

RWY 18–36: H3195X60 (ASPH) MIRL

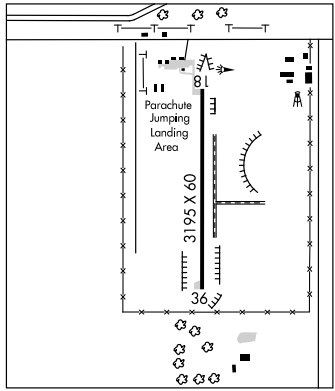
RWY 18: Road. **RWY 36:** Brush.

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. User fee. Insufficient rwy safety area length byd Rwy 36 end. Rwy 18–36 MIRL OTS indef. ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 056° 29.8 NM to fld. 1200/7E.



NAPOLEON N39°05.73′ W94°07.73′ NOTAM FILE COU. **KANSAS CITY H–5C, L–27A, A**

(L) VORTACW 114.0 ANX Chan 87 213° 6.2 NM to East Kansas City. 878/7E.

NEOSHO HUGH ROBINSON (EOS) 3 S UTC−6(−5DT) N36°48.65′ W94°23.50′ **KANSAS CITY H–6I, L–16F IAP**

1255 B S6 **FUEL** 100LL, JET A1+ NOTAM FILE COU

RWY 01–19: H5001X100 (ASPH–AFSC) S–30, D–43 MIRL 0.7% up S

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 31′.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1400–2200Z‡. For svc after hrs call 417–592–1499. 24 hr self service 100LL fuel pump. Wildlife on and invof arpt. Ground hazard Camp Crowder Firing Range activity—stay above pattern altitude till base leg, weekdays and weekends indef. Rwy 01–19 line of sight obstructed by grade change on north end. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr 24 hrs.

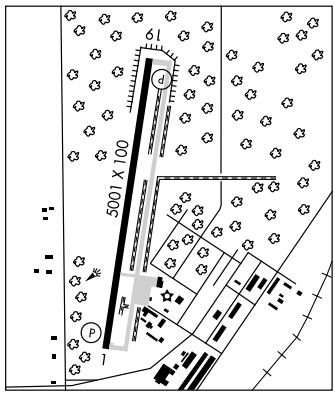
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 117.3T (COLUMBIA RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 125° 2.8 NM to fld. 1200/7E.



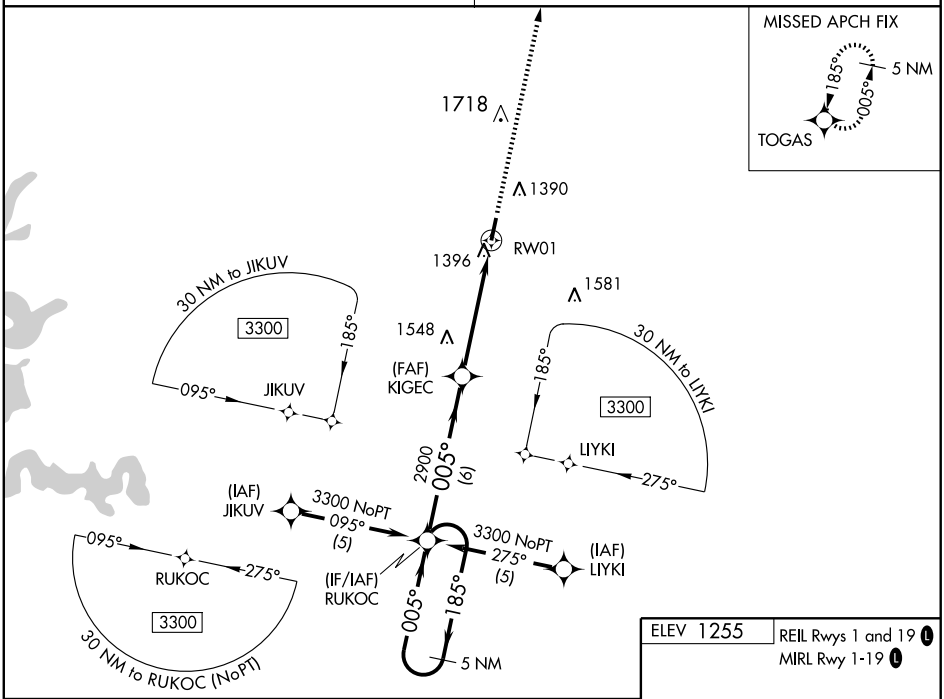
WAAS	APP CRS	Rwy Idg	5001
CH 99302	005°	TDZE	1255
W01A		Apt Elev	1255

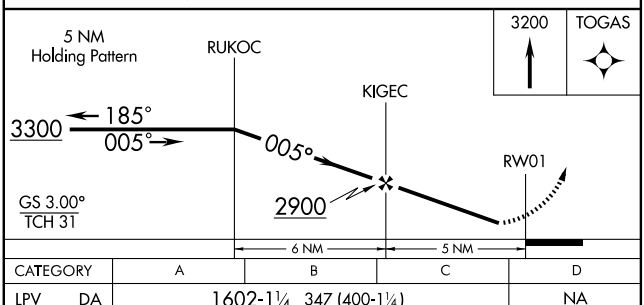
RNAV (GPS) RWY 1
NEOSHO HUGH ROBINSON (EOS)

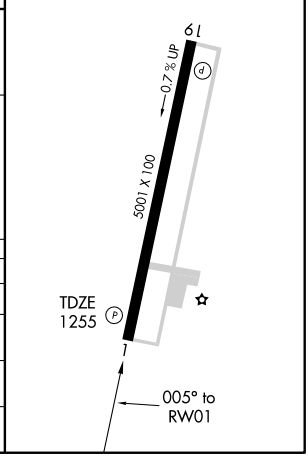
Baro-VNAV NA.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1602-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1719-1¾ 464 (500-1¾)			NA
LNAV MDA	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	5001
185°	TDZE	1245
	Apt Elev	1255

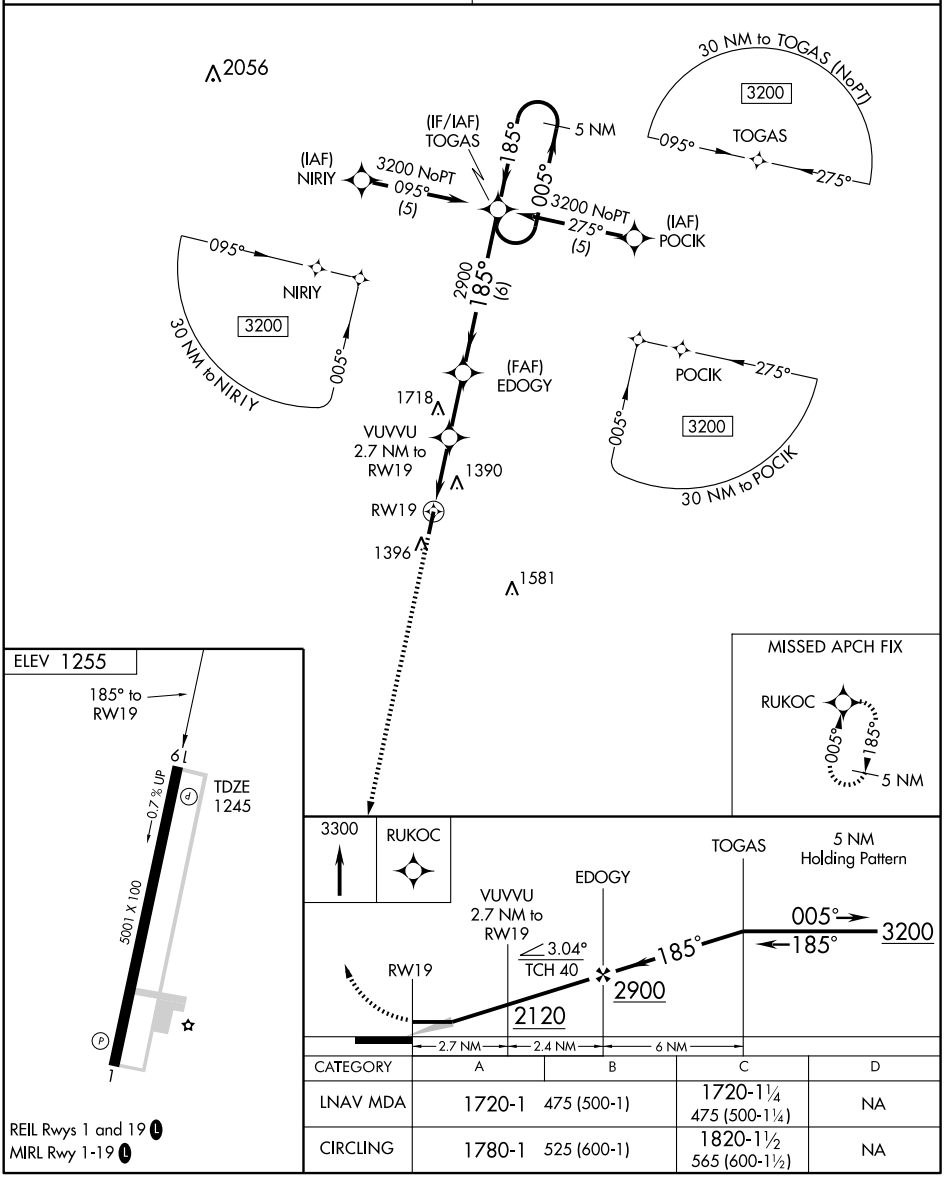
RNAV (GPS) RWY 19
NEOSHO HUGH ROBINSON (EOS)

DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

KANSAS CITY CENTER
128.6 282.325

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1	475 (500-1)	1720-1¼ 475 (500-1¼)	NA
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME EOS 117.3 Chan 120	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 1255

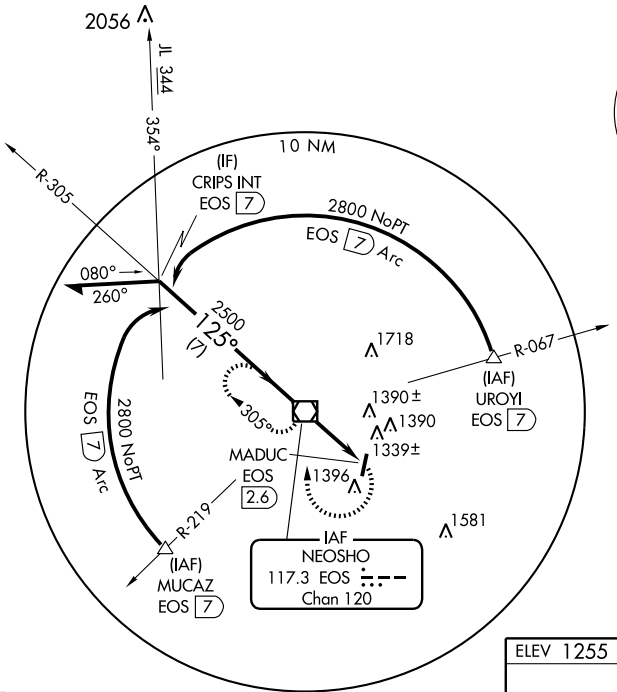
VOR-A

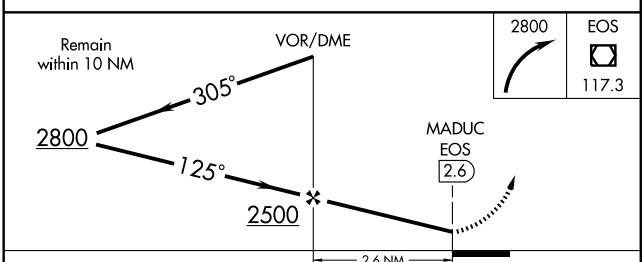
NEOSHO HUGH ROBINSON (EOS)

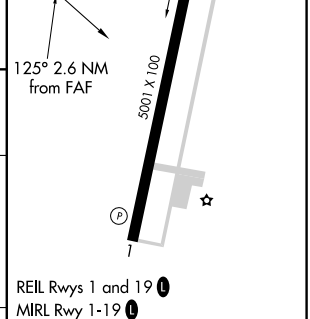
NA — When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L





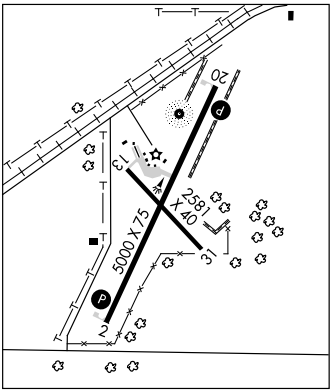


CATEGORY	A	B	C	D
CIRCLING	1780-1 525 (600-1)		1820-1½ 565 (600-1½)	NA

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

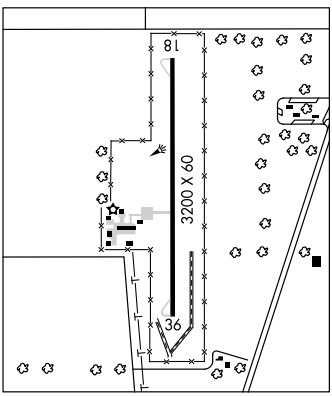
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

NEVADA MUNI (NVD) 3 NE UTC−6(−5DT) N37°51.12′ W94°18.29′ KANSAS CITY
892 B S2 **FUEL** 100LL, JET A NOTAM FILE COU H–5C, L–16F
RWY 02–20: H5000X75 (CONC) S–35, D–48 MIRL IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 34′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
RWY 13–31: H2581X40 (ASPH–DIRT) S–19
RWY 13: Tree. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1330Z‡–dusk. Crop dusting and ultralight acft on and invof arpt. Wildlife on and in vicinity of rwy dusk–dawn. Rwy 13–31 pavement cracked with loose asph chips and vegetation growing in cracks. Rwy 13–31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02–20 various locations with grass and weeds growing through cracks. ACTIVATE MIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (417) 448–1635.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 154° 26.6 NM to fld. 890/7E. **HIWAS.**
NDB (MHW) 209 EAD N37°51.54′ W94°18.16′ at fld. NDB unusable byd 15 NM.



NEW MADRID

COUNTY MEM (EIW) 4 SW UTC−6(−5DT) N36°32.12′ W89°35.98′ ST LOUIS
296 B **FUEL** 100LL NOTAM FILE STL L–16H
RWY 18–36: H3200X60 (ASPH) MIRL IAP
AIRPORT REMARKS: Attended Apr–Sep, Mon–Fri, 1400–2330Z‡, Oct–Mar, Mon–Fri, 1400–2230Z‡, Jan–Dec, Sat–Sun, 1500–2230Z‡. For svc after hrs, call arpt manager at 573–688–5058 or 573–934–3734. Crop dusting acft on and in vicinity of arpt. MIRL Rwy 18–36 preset on med ints, to increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 091° 15.1 to fld. 280/3E



NOAH N38°38.23′ W92°14.69′ NOTAM FILE JEF. KANSAS CITY
NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem. L–27B

NORTH CENTRAL MISSOURI RGNL (See BROOKFIELD)

NORTHWEST MISSOURI RGNL (See MARYVILLE)

OBLIO N38°48.02′ W90°28.48′ NOTAM FILE STL. ST LOUIS
NDB (LOM) 338 LM 122° 5.8 NM to Lambert–St Louis Intl. L–27B, A

OMAR N BRADLEY (See MOBERLY)

NDB RWY 20

NEVADA MUNI (NVD)

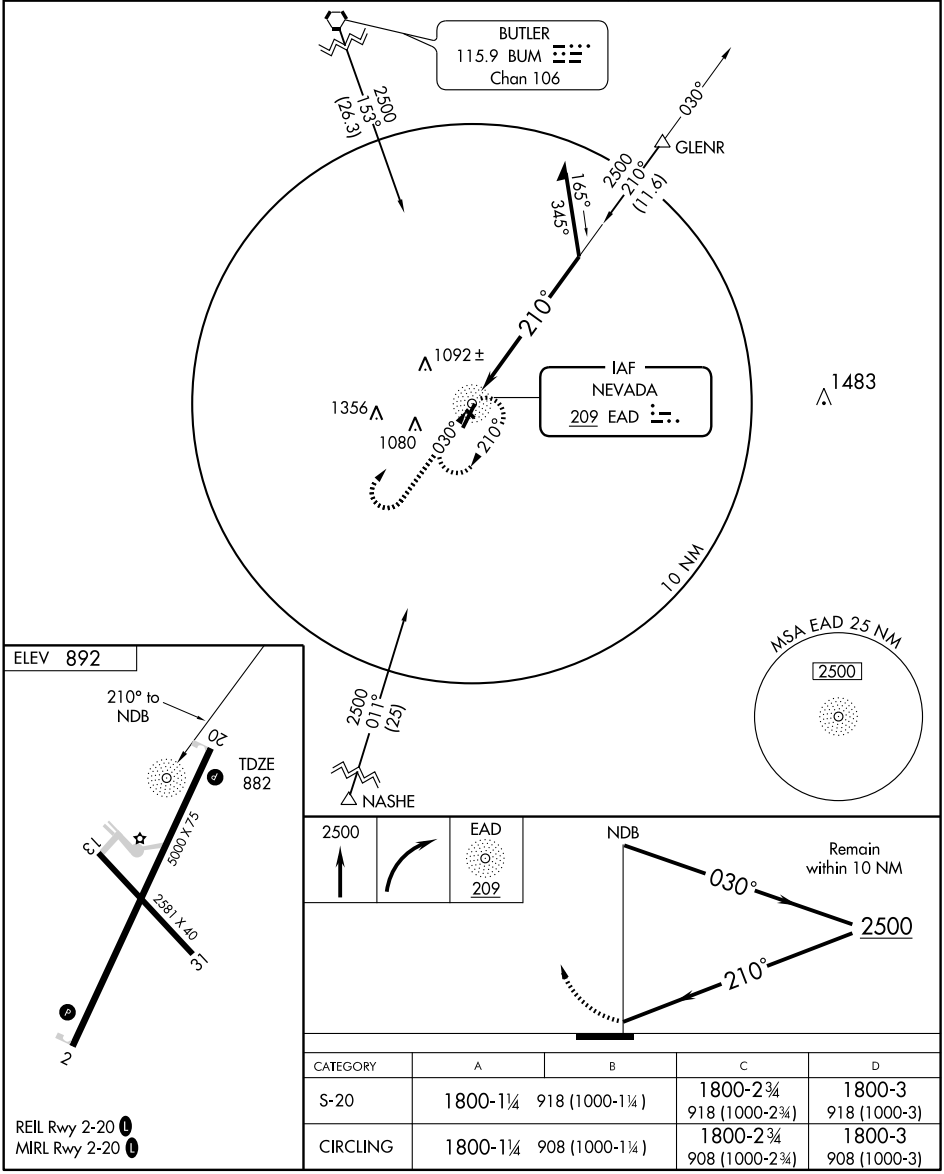
NDB EAD 209	APP CRS 210°	Rwy Idg 5000 TDZE 882 Apt Elev 892

NA

Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct EAD NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	1800-1¼ 918 (1000-1¼)		1800-2¾ 918 (1000-2¾)	1800-3 918 (1000-3)
CIRCLING	1800-1¼ 908 (1000-1¼)		1800-2¾ 908 (1000-2¾)	1800-3 908 (1000-3)

REIL Rwy 2-20 L
MIRL Rwy 2-20 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy Idg N/A TDZE N/A Apt Elev 892

VOR/DME or GPS-A

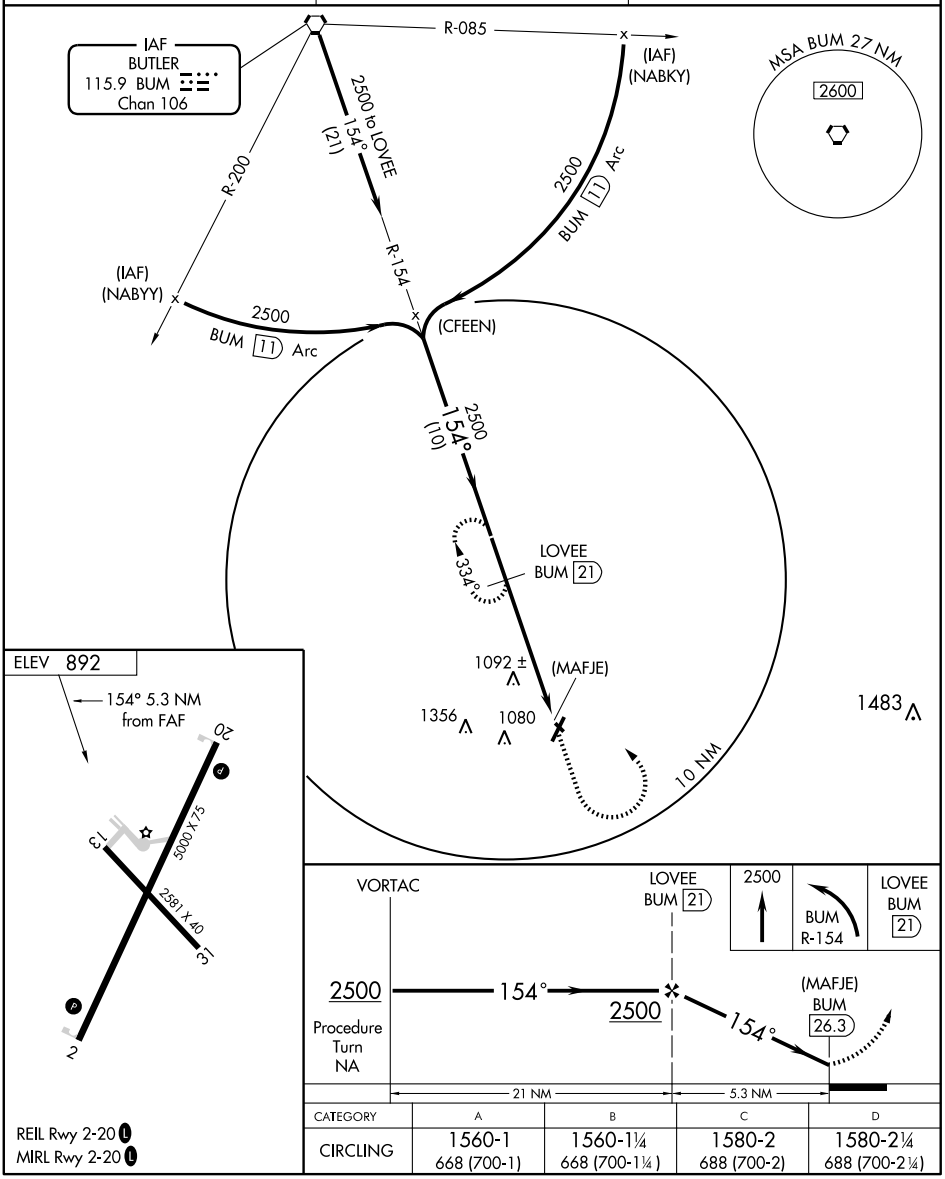
NEVADA MUNI (NVD)

NA

Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE 21 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1560-1 668 (700-1)	1560-1¼ 668 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC BUM	APP CRS	Rwy Idg	5000
115.9	200°	TDZE	882
Chan 106		Apt Elev	892

VOR/DME RNAV or GPS RWY 20

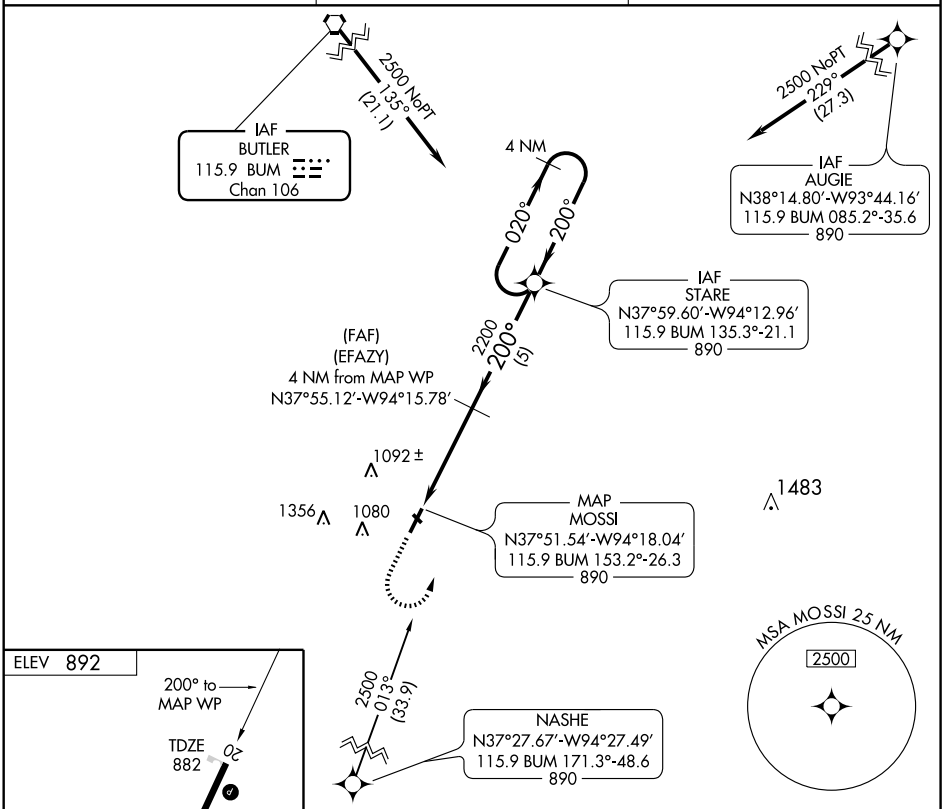
NEVADA MUNI (NVD)

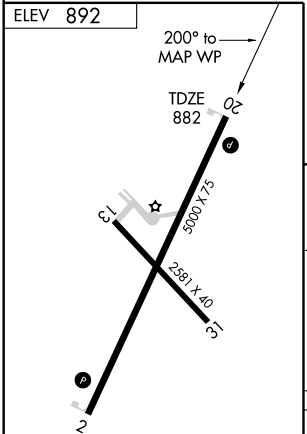
NA

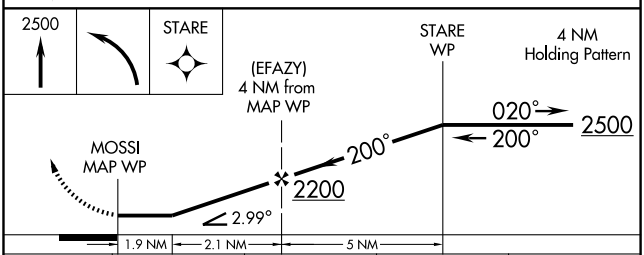
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn direct STARE WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L





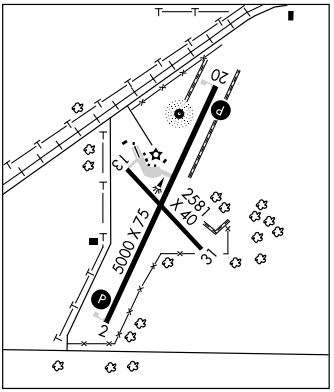


CATEGORY	A	B	C	D
S-20	1540-1 658 (700-1)	1540-1¼ 658 (700-1¼)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1 648 (700-1)	1540-1¼ 648 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

REIL Rwy 2-20 L
MIRL Rwy 2-20 L

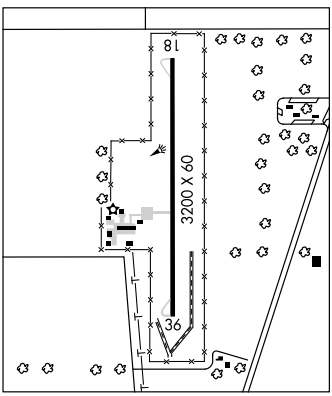
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

NEVADA MUNI (NVD) 3 NE UTC−6(−5DT) N37°51.12′ W94°18.29′ KANSAS CITY
892 B S2 **FUEL** 100LL, JET A NOTAM FILE COU H–5C, L–16F
RWY 02–20: H5000X75 (CONC) S–35, D–48 MIRL IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 34′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
RWY 13–31: H2581X40 (ASPH–DIRT) S–19
RWY 13: Tree. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1330Z‡–dusk. Crop dusting and ultralight acft on and invof arpt. Wildlife on and in vicinity of rwy dusk–dawn. Rwy 13–31 pavement cracked with loose asph chips and vegetation growing in cracks. Rwy 13–31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02–20 various locations with grass and weeds growing through cracks. ACTIVATE MIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (417) 448–1635.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 154° 26.6 NM to fld. 890/7E. **HIWAS.**
NDB (MHW) 209 EAD N37°51.54′ W94°18.16′ at fld. NDB unusable byd 15 NM.



NEW MADRID

COUNTY MEM (EIW) 4 SW UTC−6(−5DT) N36°32.12′ W89°35.98′ ST LOUIS
296 B **FUEL** 100LL NOTAM FILE STL L–16H
RWY 18–36: H3200X60 (ASPH) MIRL IAP
AIRPORT REMARKS: Attended Apr–Sep, Mon–Fri, 1400–2330Z‡, Oct–Mar, Mon–Fri, 1400–2230Z‡, Jan–Dec, Sat–Sun, 1500–2230Z‡. For svc after hrs, call arpt manager at 573–688–5058 or 573–934–3734. Crop dusting acft on and in vicinity of arpt. MIRL Rwy 18–36 preset on med ints, to increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 091° 15.1 to fld. 280/3E



NOAH N38°38.23′ W92°14.69′ NOTAM FILE JEF. KANSAS CITY
NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem. L–27B

NORTH CENTRAL MISSOURI RGNL (See BROOKFIELD)

NORTHWEST MISSOURI RGNL (See MARYVILLE)

OBLIO N38°48.02′ W90°28.48′ NOTAM FILE STL. ST LOUIS
NDB (LOM) 338 LM 122° 5.8 NM to Lambert–St Louis Intl. L–27B, A

OMAR N BRADLEY (See MOBERLY)

WAAS	APP CRS	Rwy Idg	3200
CH 82114	180°	TDZE	295
W18A		Apt Elev	296

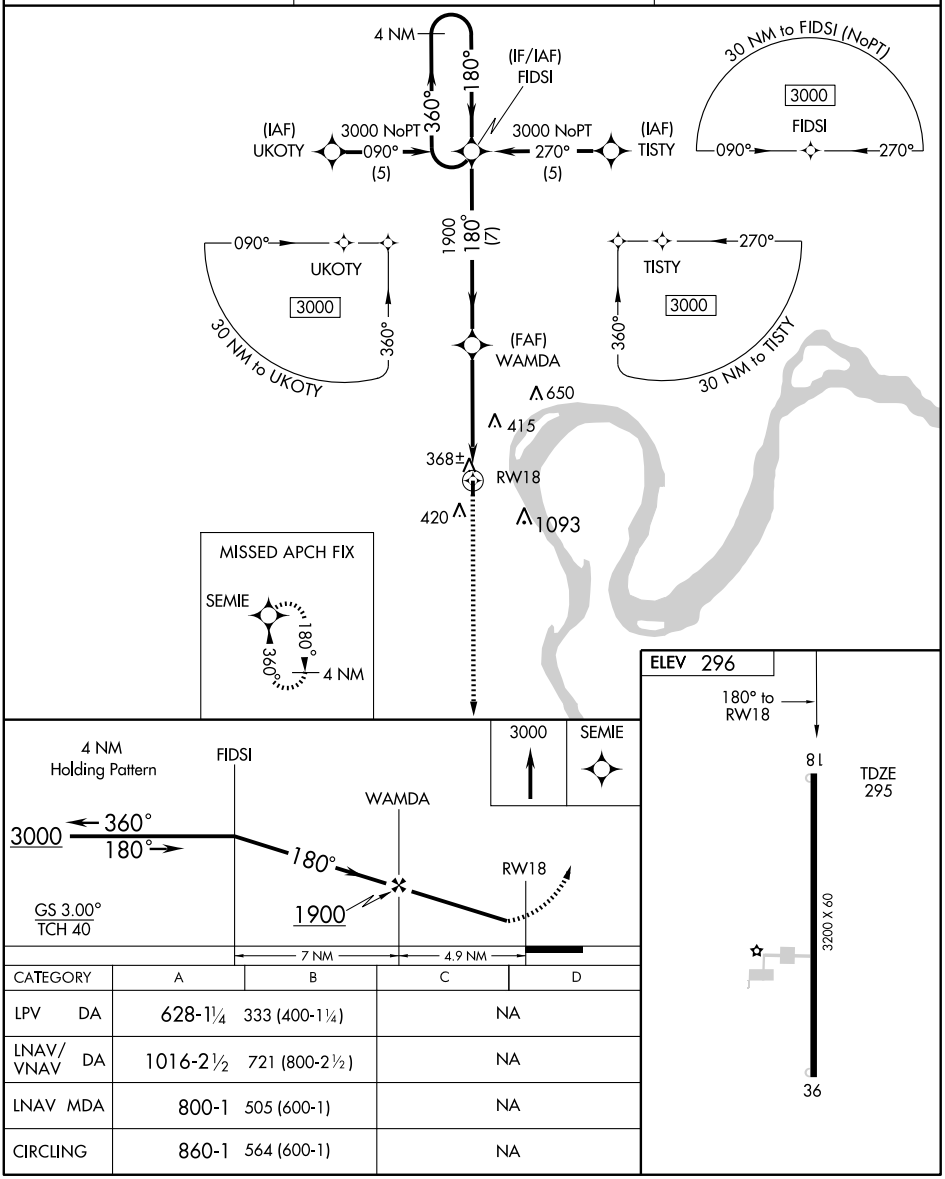
RNAV (GPS) RWY 18

NEW MADRID/COUNTY MEMORIAL (EIW)

Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)	NA	
LNAV/VNAV DA	1016-2½	721 (800-2½)	NA	
LNAV MDA	800-1	505 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3200
CH 56414	360°	TDZE	296
W36A		Apt Elev	296

RNAV (GPS) RWY 36

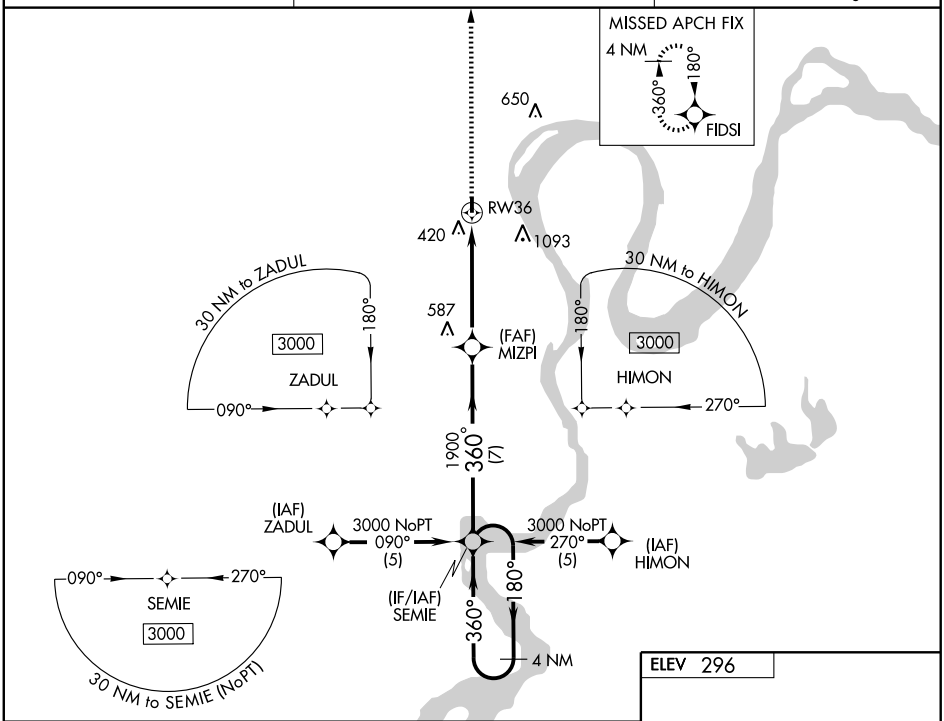
NEW MADRID/COUNTY MEMORIAL (EIW)

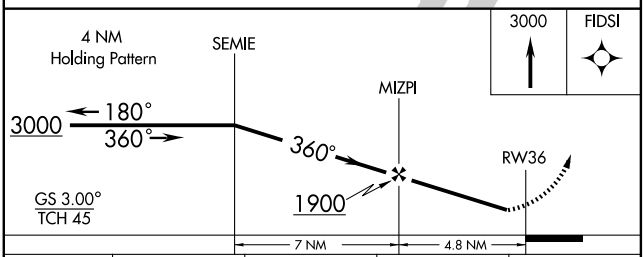
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

NA

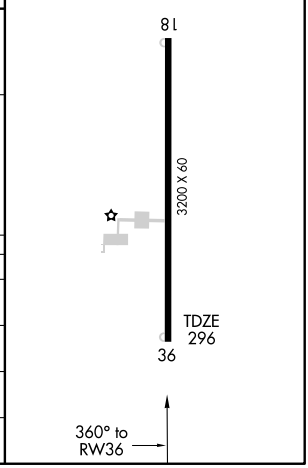
MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)	NA	
LNAV/VNAV DA	900-2¼	604 (700-2¼)	NA	
LNAV MDA	820-1	524 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAW	APP CRS	Rwy Idg	N/A
111.2	091°	TDZE	N/A
Chan 49		Apt Elev	296

VOR/DME-A

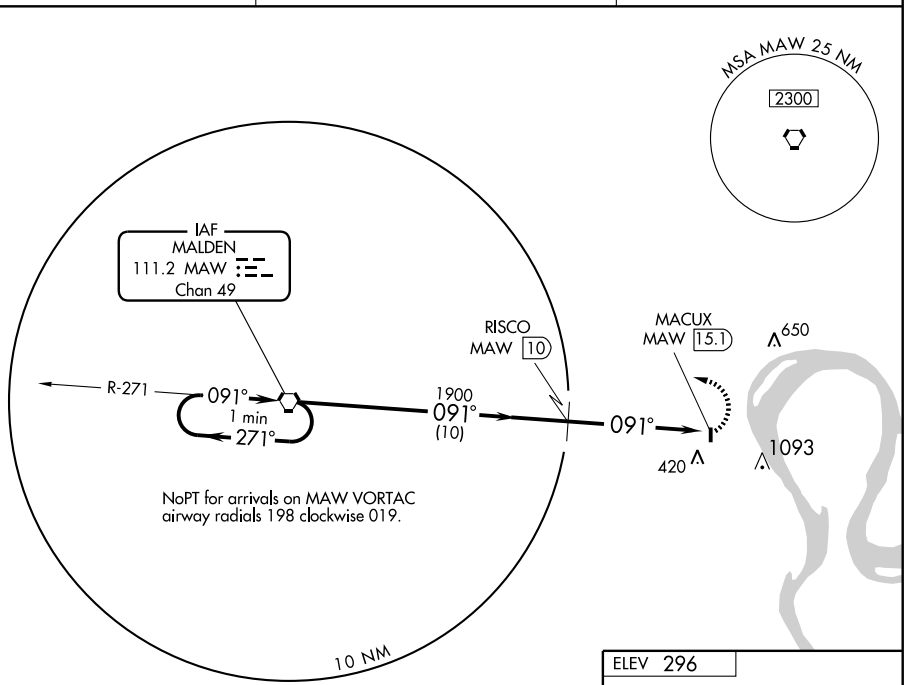
NEW MADRID/COUNTY MEMORIAL (EIW)

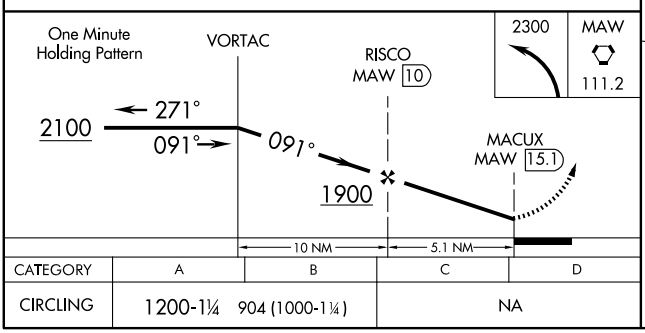
Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

NA

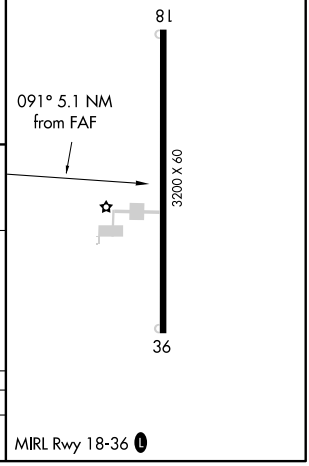
MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L





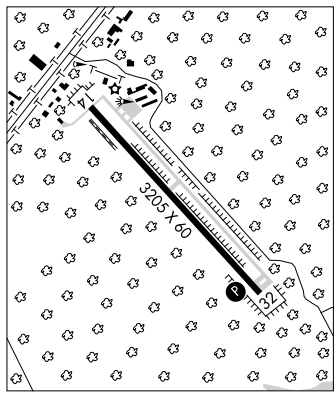
CATEGORY	A	B	C	D
CIRCLING	1200-1¼	904 (1000-1¼)	NA	



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

OSAGE BEACH

GRAND GLAIZE–OSAGE BEACH (K15) 1 SW UTC−6(−5DT) N38°06.63′ W92°40.83′ KANSAS CITY
875 B **FUEL** 100LL NOTAM FILE COU L–16G
RWY 14–32: H3205X60 (ASPH–RFSC) S–15 MIRL (NSTD) 0.6% up NW IAP
RWY 14: Trees. **RWY 32:** PAPI(P4L)—GA 3.5° TCH 46′. Trees.
AIRPORT REMARKS: Attended Apr–Sep Sat–Thur 1400–0000Z‡, Fri 1400–0200Z‡; Oct–Mar 1400–0000Z‡; Oct–Apr Mon–Wed 1400–2300Z‡, Thur–Sun 1400–0000Z‡. Rwy 14–32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573–302–2003. Deer on and invof rwy and taxiways dusk and after dark. NSTD rwy safety area grading byd each rwy end, large drop offs and rolling terrain. Rwy 14–32 NSTD MIRL, incorrect spacing of thld lgts at Rwy 32 end. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 32–CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MIZZU APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 314° 5.6 NM to fld. 910/5E



TAN TAR A RESORT SPB (19T) 6 N UTC−6(−5DT) N38°08.00′ W92°44.01′ KANSAS CITY
659 **FUEL** MOGAS NOTAM FILE COU
WATERWAY NW–SE: 13000X1200 (WATER)
SEAPLANE REMARKS: Unattended. Waterways NW and SE, trees and bluffs all quadrants. No buoys showing ldg areas. Heavy boat tfc Apr thru Oct. Waterways NW and SE rough sfc conditions Apr–Oct. Fuel avbl from local service station.
COMMUNICATIONS: CTAF 122.9

OSCEOLA MUNI (3MO) 2 S UTC−6(−5DT) N38°01.12′ W93°41.59′ KANSAS CITY
900 NOTAM FILE COU
RWY 18–36: 2430X74 (TURF–GRVL) LIRL (NSTD)
RWY 18: Fence. **RWY 36:** Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 south end 800′ very soft turf after rain and in spring. Rwy 18–36 25′ wide grvl strip first 900′ Rwy 18. Rwy 18–36 rough and uneven. NSTD Rwy safety area beyond Rwy 18 end, insufficient length and fence. Perpendicular twy not intended for landing. Private E/W twy at Rwy 18 thld. Rwy 18 marked with large yellow cones. Dsplcd thld marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld dalgt use only; dsplcd thld +3′ higher than rwy end thld. Rwy 18–36 NSTD LIRL, Rwy 18 6 green thld lgts; Rwy 36 6 green thld lgts; no dsplcd thld lgts. Rwy lighting system in poor condition with many broken and missing edge and thld lgts. ACTIVATE LIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF 122.9

OWEN FLD (See SEYMOUR)

APP CRS	Rwy Idg	3205
140°	TDZE	875
	Apt Elev	875

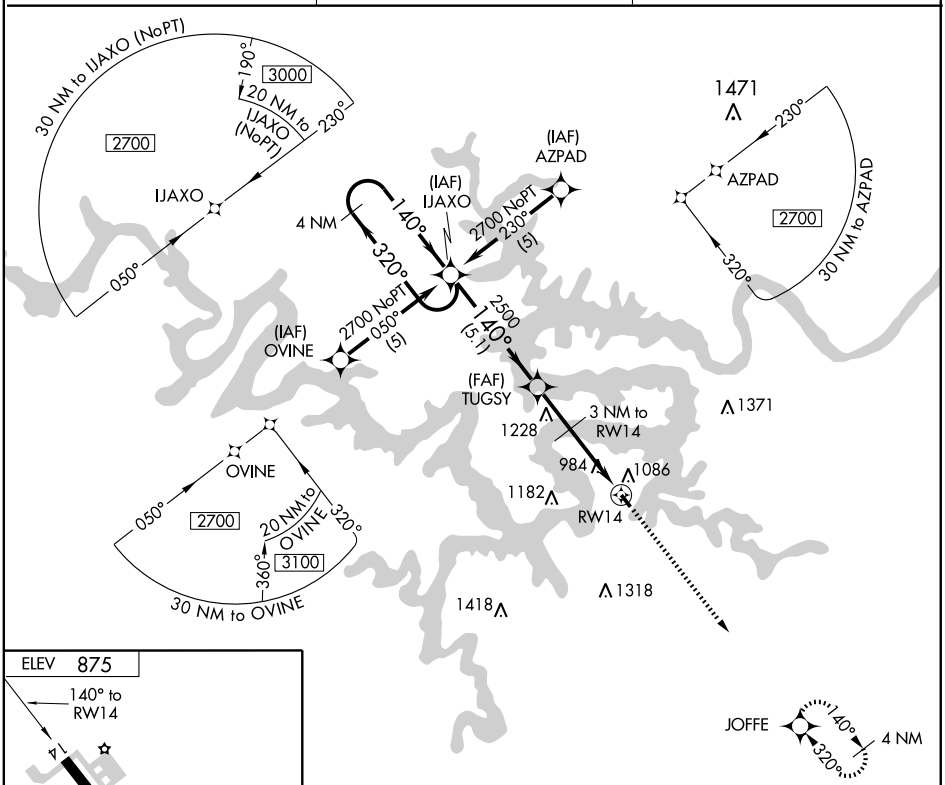
RNAV (GPS) RWY 14

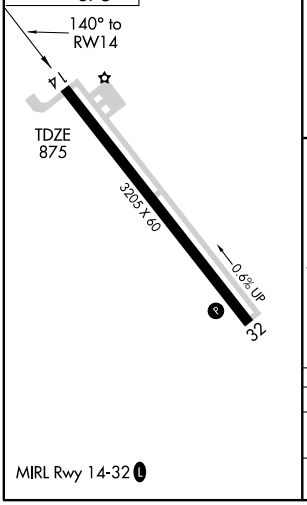
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

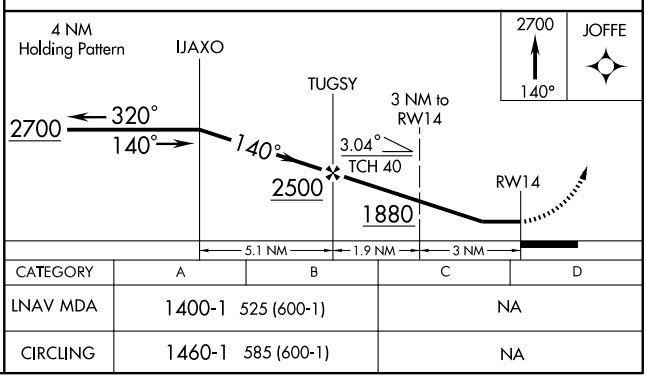
T
A NA — Use Lee C. Fine Memorial altimeter setting. GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 525 (600-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

MIRL Rwy 14-32 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3205
320°	TDZE	875
	Apt Elev	875

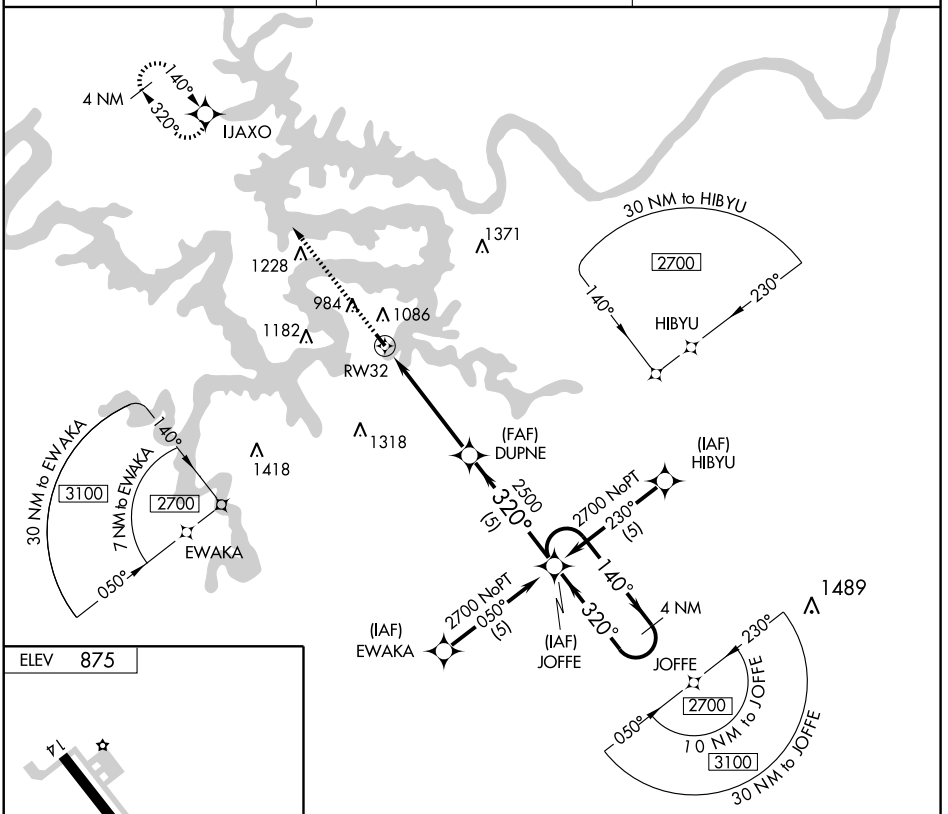
RNAV (GPS) RWY 32

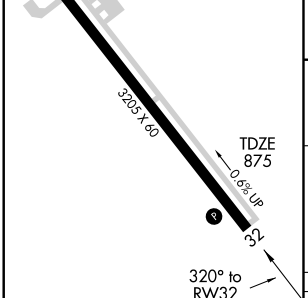
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

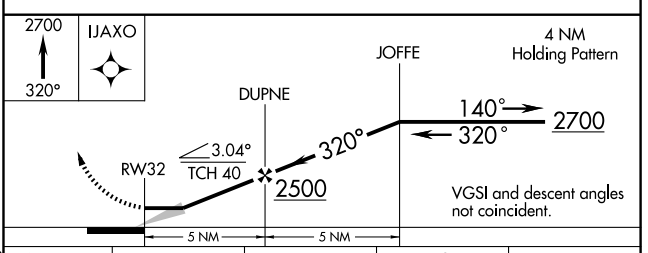
Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 320° course to IJAXO WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1 485 (500-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME SHY	APP CRS	Rwy Idg	3205
108.4	313°	TDZE	875
Chan 21		Apt Elev	875

VOR RWY 32

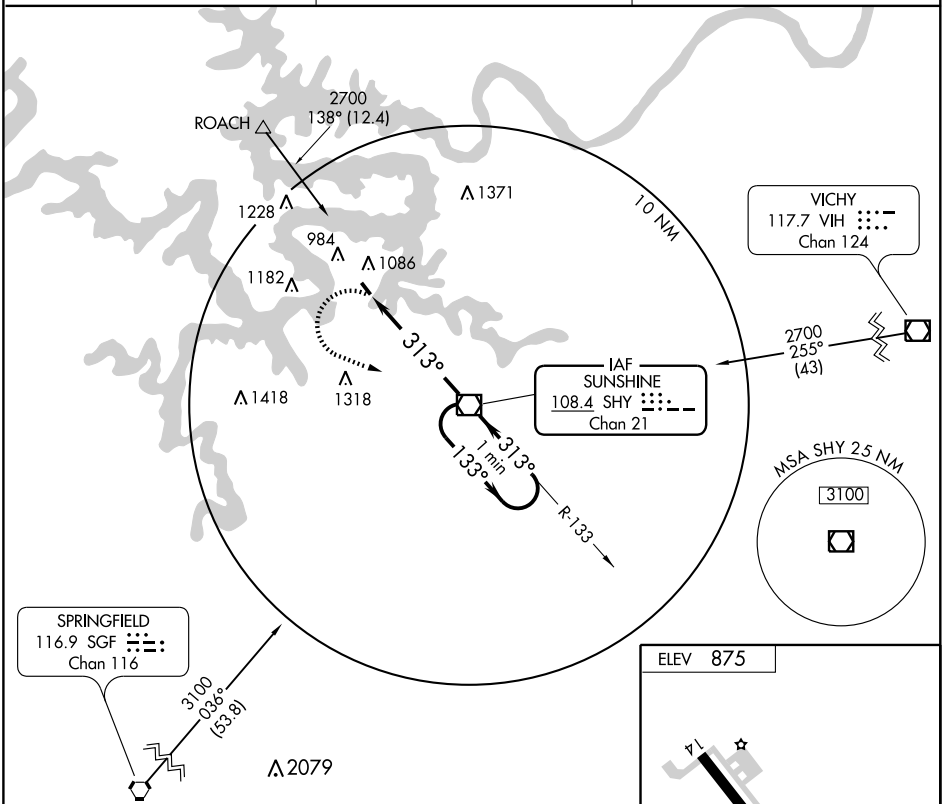
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

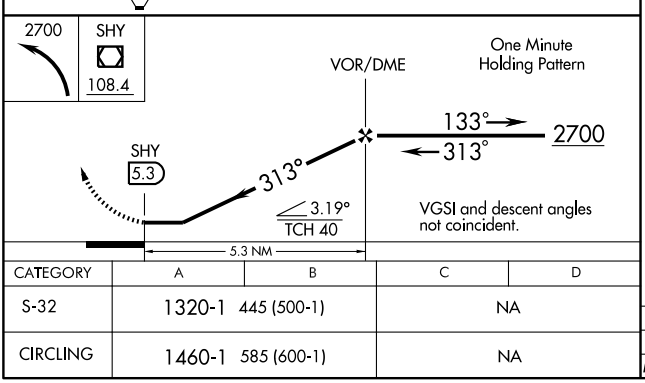
T
A NA

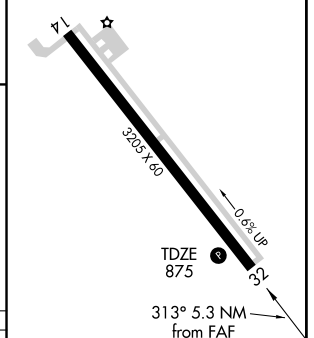
Use Lee C. Fine Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1320-1	445 (500-1)	NA	
CIRCLING	1460-1	585 (600-1)	NA	

MIRL Rwy 14-32 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

PERRINE N37°45.84′ W90°25.72′ NOTAM FILE FAM. **ST LOUIS**

NDB (MHW) 367 PRI at Farmington Rgnl. Unmonitored. **L–16H**

PERRYVILLE MUNI (KØ2) 9 N UTC−6(−5DT) N37°52.12′ W89°51.73′ **ST. LOUIS**

372 B S2 NOTAM FILE STL **H–5D, L–16H**

RWY 02–20: H7003X100 (CONC) S–28, D–48 MIRL **IAP**

RWY 02: REIL. Thld dsplcd 520′.Road.

RWY 20: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat–Sun 1400–2000Z‡. Transient acft use facilities on west side of rwy. High performance military jet acft production test flying during daylight hours; cables may be across rwy at these times. Cables are located approximately 1,800′ south of Rwy 20 thld and 1,800′ north of Rwy 02 thld. Check NOTAMS and ask UNICOM opr for current rwy situation. NSTD rwy safety area byd Rwy 20 end, incorrect terrain grades and crops. REIL located at rwy thld, not at dsplcd thld. MIRL Rwy 02–20 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 02–20, PAPI Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.8

FARMINGTON RCO 122.3 (ST LOUIS RADIO)

FARMINGTON RCO 122.1R 115.7T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 055° 21.2 NM to fld. 1220/1E. **HIWAS.**

WAAS	APP CRS	Rwy Idg	6483
CH 93618	017°	TDZE	371
W02A		Apt Elev	372

RNAV (GPS) RWY 2

PERRYVILLE MUNI (K Ø2)

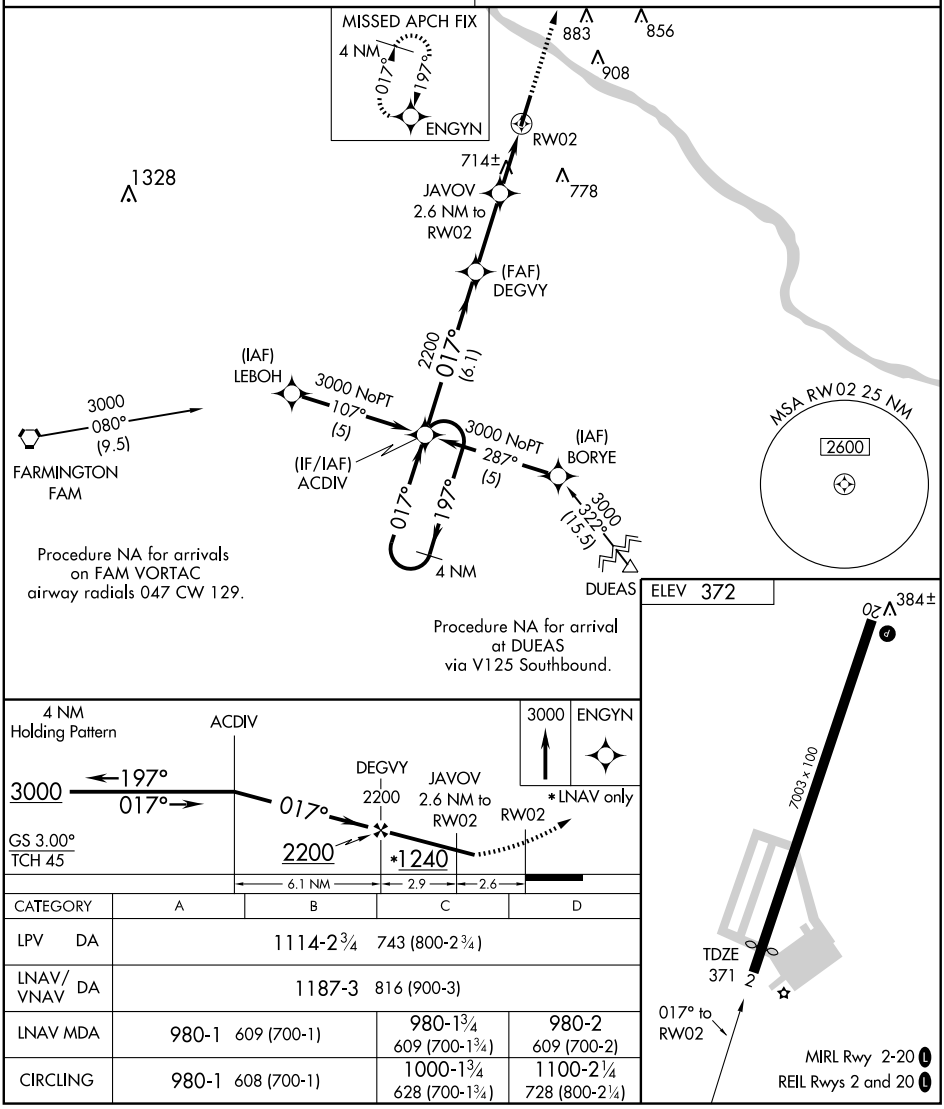
T NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all DA/MDA 100 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV NA when using Cape Girardeau altimeter setting. When VGSI inoperative, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 3000 direct ENGYN and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1114-2¾ 743 (800-2¾)			
LNAV/VNAV DA	1187-3 816 (900-3)			
LNAV MDA	980-1 609 (700-1)		980-1¾ 609 (700-1¾)	980-2 609 (700-2)
CIRCLING	980-1 608 (700-1)		1000-1¾ 628 (700-1¾)	1100-2¼ 728 (800-2¼)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7003
CH 53418	197°	TDZE	372
W20A		Apt Elev	372

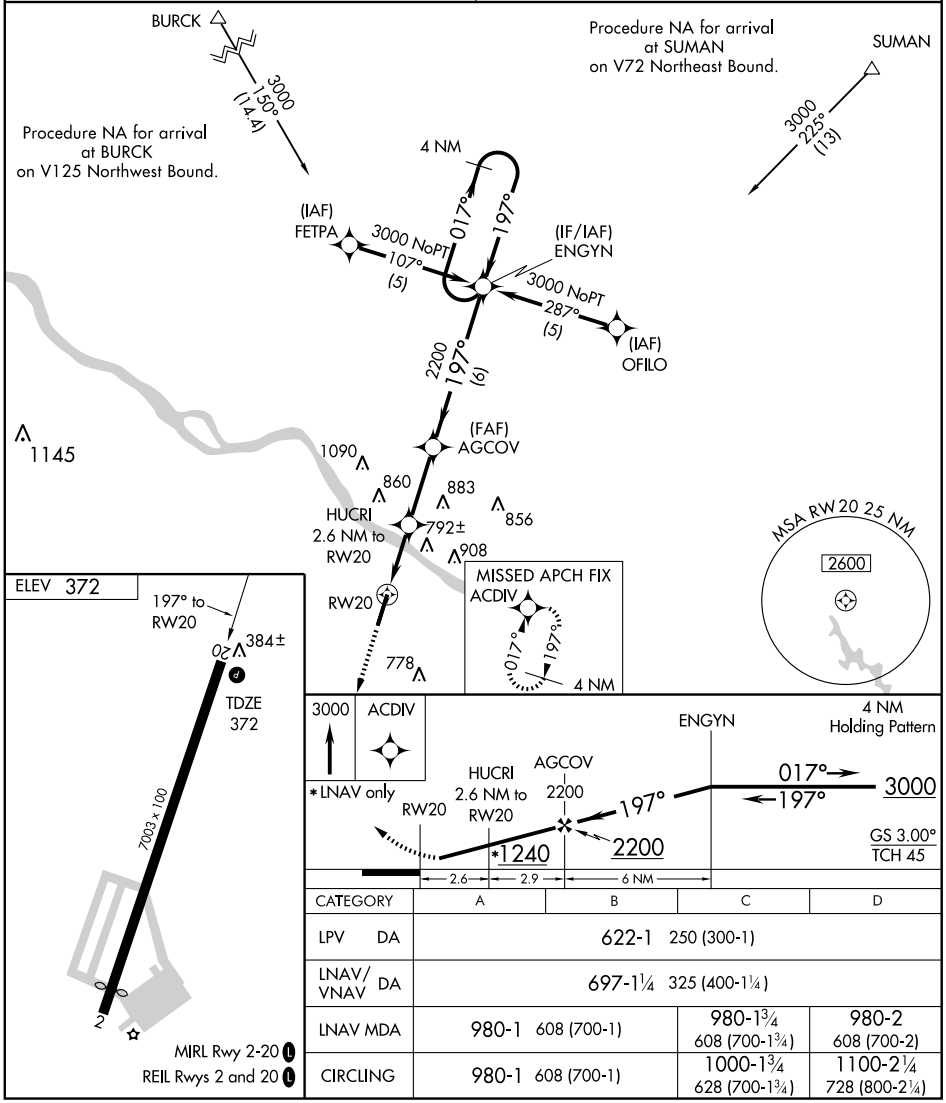
RNAV (GPS) RWY 20

PERRYVILLE MUNI (KØ2)

T NA When VGSI inoperative, Straight-in/Circling Rwy 20 procedureNA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all DA/MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV NA with Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ACDIV and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	622-1 250 (300-1)			
LNAV/VNAV DA	697-1¼ 325 (400-1¼)			
LNAV MDA	980-1 608 (700-1)		980-1¾ 608 (700-1¾)	980-2 608 (700-2)
CIRCLING	980-1 608 (700-1)		1000-1¾ 628 (700-1¾)	1100-2¼ 728 (800-2¼)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC FAM	APP CRS	Rwy Idg	N/A
115.7	056°	TDZE	N/A
Chan 104		Apt Elev	372

VOR/DME-A

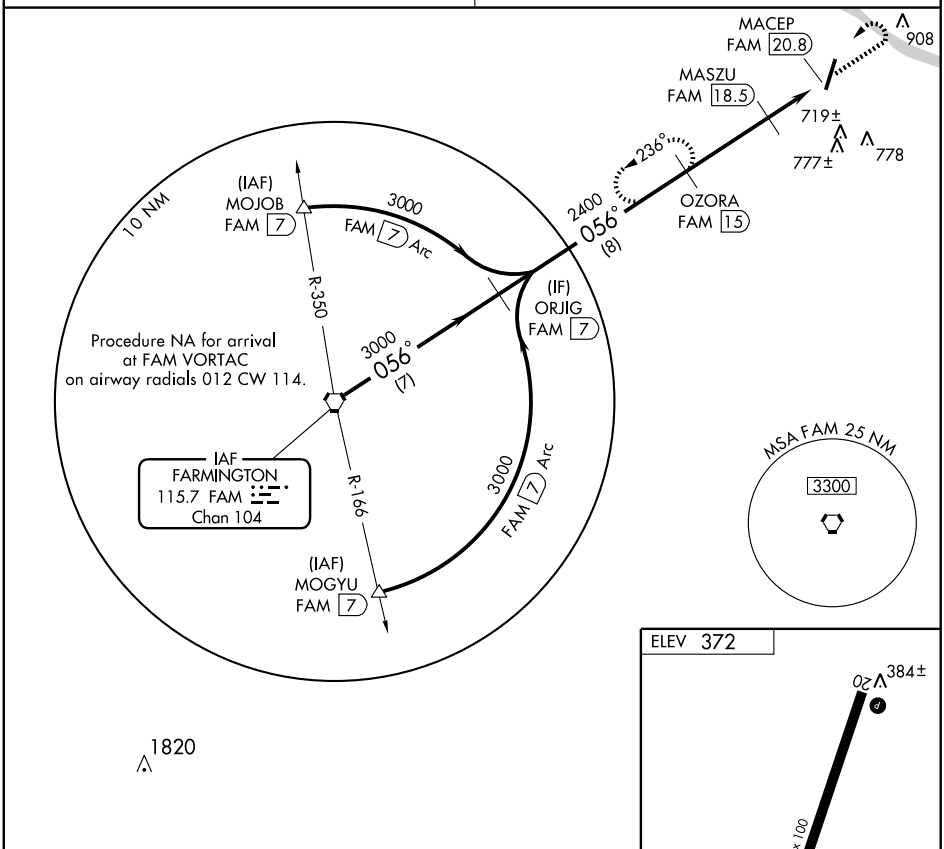
PERRYVILLE MUNI (KØ2)

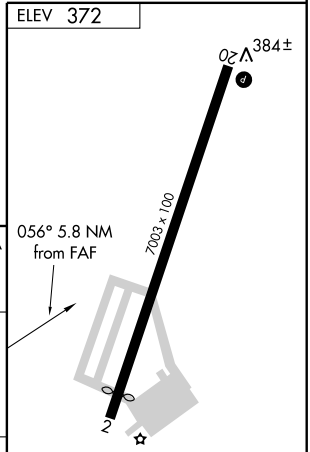
T NA

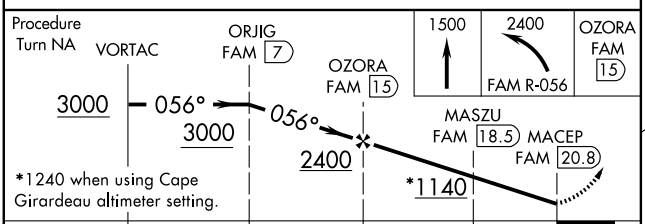
When VGSI inoperative, Circling Rwy 20 NA at night. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all MDA 100 feet and increase Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM VORTAC R-056 to OZORA/15 DME and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1040-1 668 (700-1)	1040-1¼ 668 (700-1¼)	1040-1¾ 668 (700-1¾)	1100-2¼ 728 (800-2¼)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

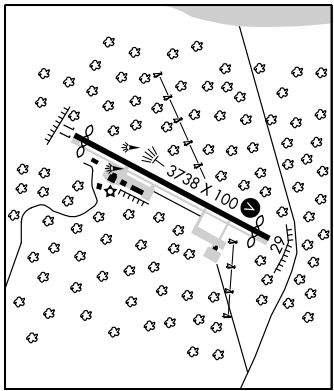
PIEDMONT MUNI (PYN) 2 SW UTC−6(−5DT) N37°07.57′ W90°42.81′ KANSAS CITY
467 B **FUEL** 100LL NOTAM FILE STL L–16H
RWY 03–21: H3300X60 (ASPH) S–12.5 MIRL
RWY 03: REIL. Trees. Rgt tfc. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Unattended. For fuel call 573–223–4300. Rwy 03–21 CLOSED SS–SR. Birds and wildlife on and invof arpt. Last 35′ of turnaround at SE twy not usable, pilots of low wing acft use care. Rotating bcn OTS indef. MIRL 03–21 OTS indef. MIRL Rwy 03–21 preset on med ints and REIL Rwy 03 and Rwy 21 opr dusk–0800Z‡, to increase ints MIRL Rwy 03–21 ACTIVATE—CTAF. After 0800Z‡ ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (573) 223–2796.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM freq not monitored.
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 214° 40.0 NM to fld. 1220/1E.
HIWAS. VASI Rwy 21 opr 24 hrs.

PLATTSBURG AIRPARK (5MO) 2 N UTC−6(−5DT) N39°35.68′ W94°27.69′ KANSAS CITY
1020 S4 NOTAM FILE COU
RWY 18–36: 2100X20 (ASPH–TURF)
RWY 18: Fence. **RWY 36:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. Wildlife on and invof arpt, large flocks of geese on lake. Rwy 18–36 asph width variance 6–20′. Rwy 18–36 south 510′ and north 70′ of turf in good condition, asph has potholes with loose aggregate and vegetation growing in cracks.
COMMUNICATIONS: CTAF 122.9

POINT LOOKOUT N36°37.65′ W93°13.80′ NOTAM FILE COU. KANSAS CITY
RCO 122.65 (COLUMBIA RADIO) L–16F

POINT LOOKOUT

M. GRAHAM CLARK–TANEY CO (PLK) 1 NE UTC−6(−5DT) N36°37.56′ W93°13.74′ KANSAS CITY
940 B S2 **FUEL** 100LL, JET A NOTAM FILE COU L–16F
RWY 11–29: H3738X100 (ASPH–GRVD) S–70, D–100 MIRL IAP
RWY 11: REIL. Thld dsplcd 113′.
RWY 29: REIL. VASI(V4R)—GA 3.0° TCH 52′. Thld dsplcd 86′.
AIRPORT REMARKS: Attended Sep–May 1300–0100Z‡, Jun–Aug 1300–0300Z‡. Deer on and invof arpt. Student training activities in the area. Branson Arpt attractions near arpt. General aviation svcs E end of airfield. Private air ambulance helicopter parking on east side of general aviation terminal. No safety/overrun areas at rwy ends—large drop–offs. Steep terrain gradients along rwy pavement edges. Rwy 11 REIL located at dsplcd thld. Rwy 29 REIL located at dsplcd thld. ACTIVATE MIRL Rwy 11–29, VASI Rwy 29, REIL Rwy 11 and Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
POINT LOOKOUT RCO 122.65 (COLUMBIA RADIO)
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 210° 29.2 NM to fld. 1600/6E.



APP CRS	Rwy ldg	3625
116°	TDZE	938
	Apt Elev	938

GPS RWY 11

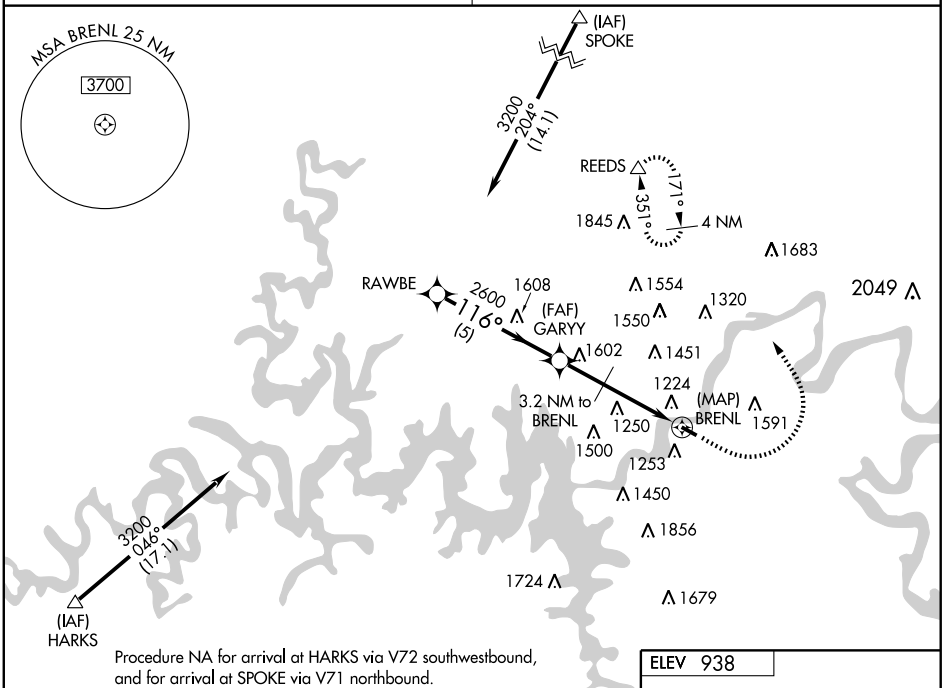
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

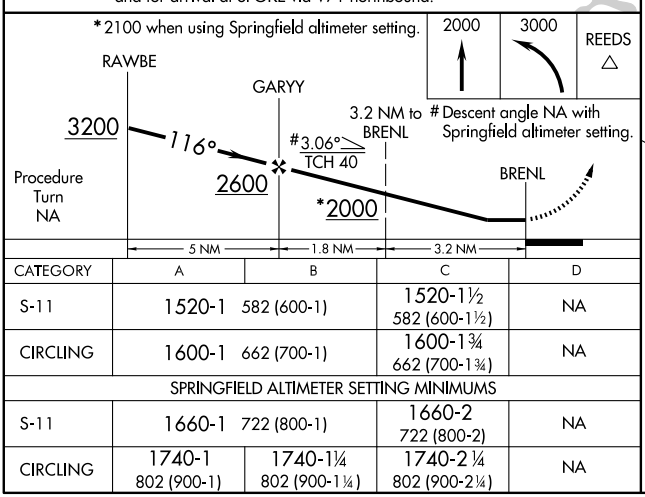
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.

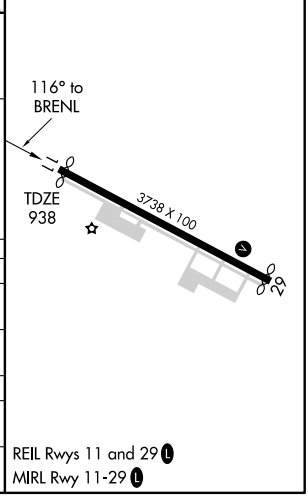
SPRINGFIELD APP CON	UNICOM
126.35	122.7 (CTAF) L



Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.



CATEGORY	A	B	C	D
S-11	1520-1 582 (600-1)		1520-1½ 582 (600-1½)	NA
CIRCLING	1600-1 662 (700-1)		1600-1¾ 662 (700-1¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-11	1660-1 722 (800-1)		1660-2 722 (800-2)	NA
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2 ¼ 802 (900-2¼)	NA



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC DGD 109.4 Chan 31	APP CRS 293°	Rwy Idg 3652 TDZE 938 Apt Elev 938

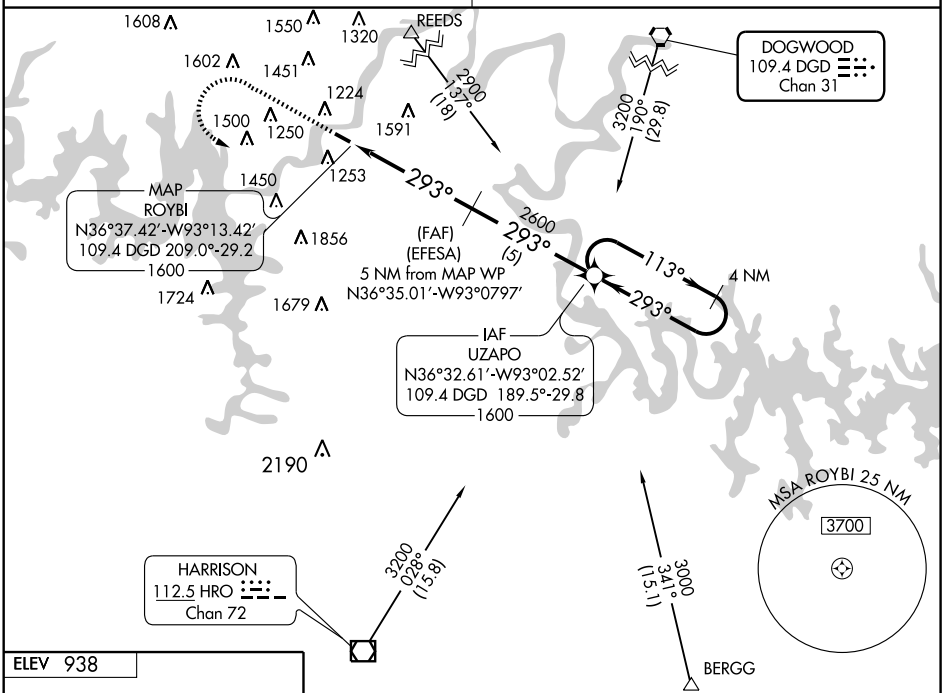
VOR/DME RNAV or GPS RWY 29

POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

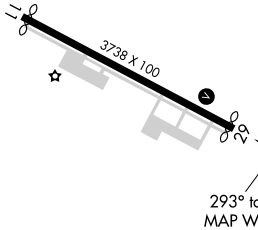
MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON	UNICOM
126.35	122.7 (CTAF) L

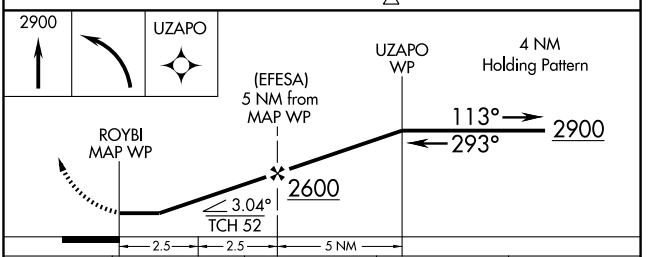


NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 938

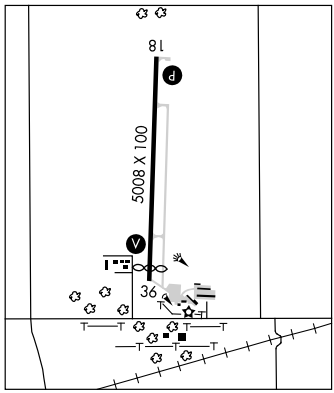


REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



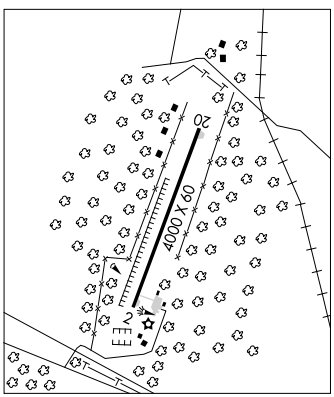
CATEGORY	A	B	C	D
S-29	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
CIRCLING	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA
CIRCLING	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA

POPLAR BLUFF MUNI (POF) 3 E UTC−6(−5DT) N36°46.44′ W90°19.49′ **ST LOUIS**
331 B S2 **FUEL** 100LL, JET A NOTAM FILE POF **H–6J, L–16H**
RWY 18–36: H5008X100 (ASPH–CONC) S–16 MIRL (NSTD) **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Crop dusting on and invof arpt from Mar to Aug. Rwy 18–36 first 1000′ of Rwy 18 is conc remainder is asph. Rwy 18–36 dsplcd thld lgts set at 300′ fm rwy end. NSTD Rwy 36 marking, incorrect spacing of dsplcd thld markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to Rwy 36 end from apron. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 36 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: ASOS 124.225 (573) 778–9172.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 300° 23.9 NM to fld. 280/3E.
EARLI NDB (MHW/LOM) 278 FD N36°40.14′ W90°19.70′ 359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.
SDF 108.7 FDI Rwy 36. LOM EARLI NDB. Backcourse unusable.



POTOSI

WASHINGTON CO (8WC) 3 E UTC−6(−5DT) N37°55.75′ W90°43.89′ **ST LOUIS**
959 B **FUEL** 100LL, JET A NOTAM FILE STL **L–16H**
RWY 02–20: H4000X60 (ASPH) S–11 MIRL 0.3% up S. **IAP**
RWY 02: Trees. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. For fuel after hrs call number posted by outside phone. FBO and fuel located at south apron. Wildlife on and invof arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02–20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 302° 28.2 NM to fld. 1220/1E. **HIWAS.**



PRINCETON–KAUFFMAN MEM (7MO) 2 NW UTC−6(−5DT) N40°25.26′ W93°35.97′ **OMAHA**
858 NOTAM FILE COU
RWY 18–36: 2475X100 (TURF)
RWY 18: Tree. **RWY 36:** Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660–748–4375. 45′ utility lines 1300′ south of Rwy 36 thld. Rwy soft in spring and fall. Wildlife on and invof arpt. Rwy thlds line of sight obstructed by changes in terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy 18–36 marked with large yellow cones, dsplcd thld Rwy 36 marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld is 3′ higher than rwy end.
COMMUNICATIONS: CTAF 122.9

RANKIN (See MARYVILLE)

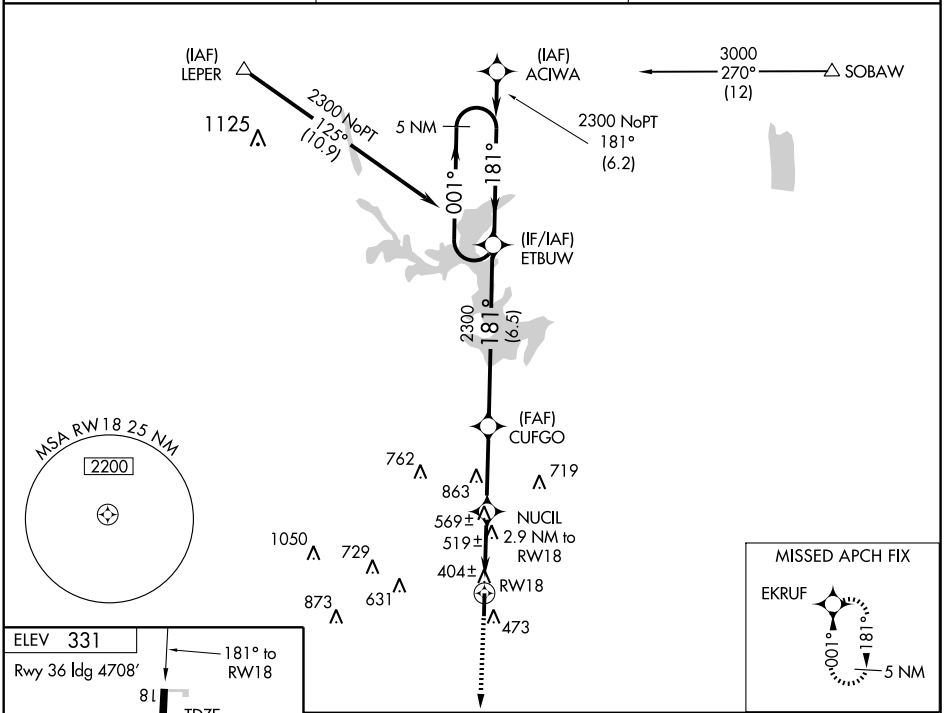
WAAS	APP CRS	Rwy Idg	5008
CH 97499	181°	TDZE	331
W18A		Apt Elev	331

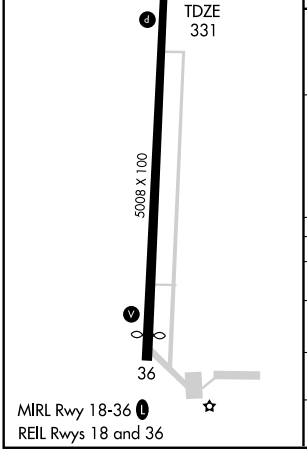
RNAV (GPS) RWY 18
POPLAR BLUFF MUNI (POF)

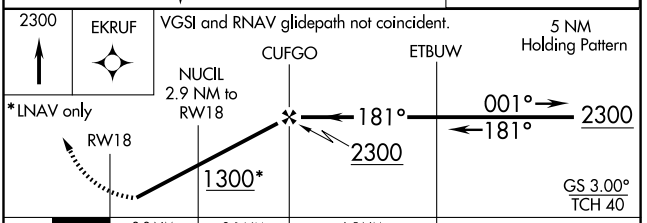
Baro-VNAV NA when using Cape Girardeau altimeter setting.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	634-1 303 (400-1)			
LNAV/VNAV DA	675-1¼ 344 (400-1¼)			
LNAV MDA	800-1 469 (500-1)		800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4708
CH 56399	001°	TDZE	331
W36A		Apt Elev	331

RNAV (GPS) RWY 36

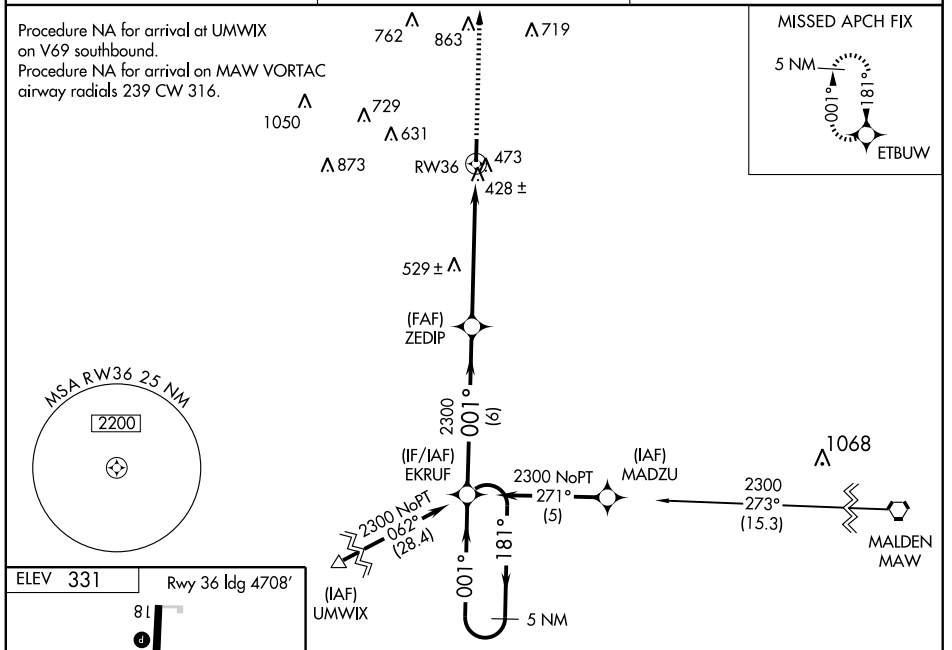
POPLAR BLUFF MUNI (POF)

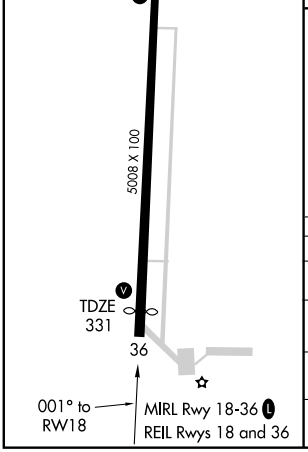
Baro-VNAV NA when using Cape Girardeau altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
VDP NA when using Cape Girardeau altimeter setting.

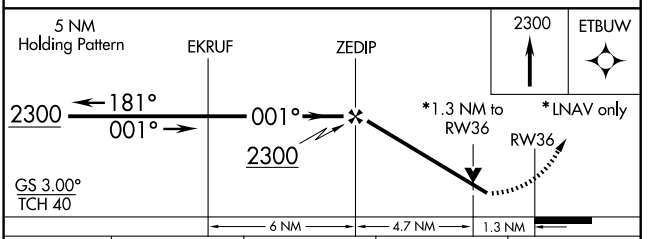
MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L

Procedure NA for arrival at UMWIX on V69 southbound.
Procedure NA for arrival on MAW VORTAC airway radials 239 CW 316.







CATEGORY	A	B	C	D
LPV DA	669-1¼ 338 (400-1¼)			
LNAV/VNAV DA	773-1½ 442 (500-1½)			
LNAV MDA	780-1 449 (500-1)		780-1¼ 449 (500-1¼)	780-1½ 449 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

SDF FDI	APP CRS	Rwy Idg	4708
108.7	358°	TDZE	330
		Apt Elev	331

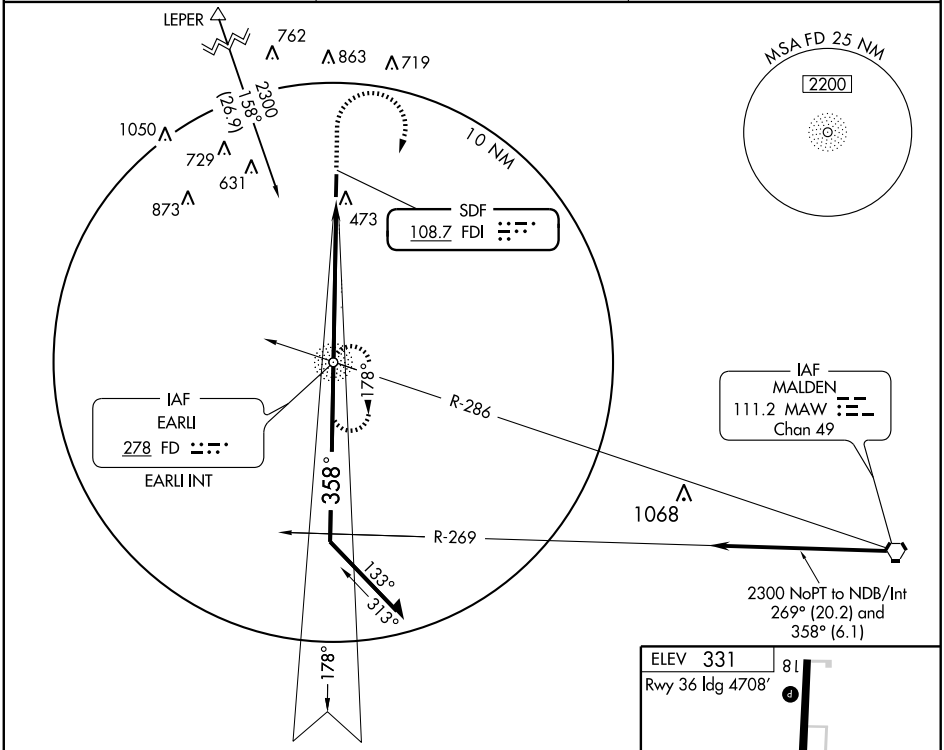
AL-5622 (FAA)

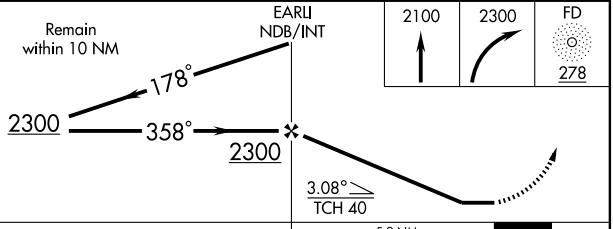
SDF RWY 36

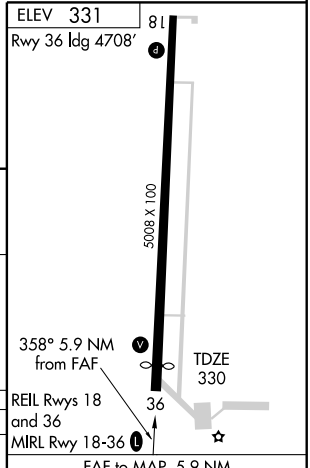
POPLAR BLUFF MUNI (POF)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L







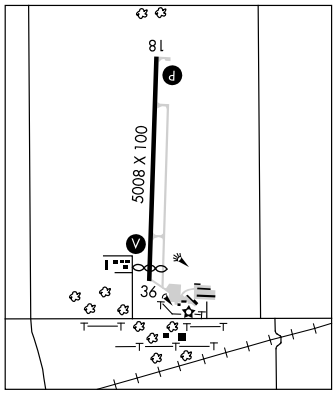
CATEGORY	A	B	C	D
S-36	680-1 350 (400-1)			680-1¼ 350 (400-1¼)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

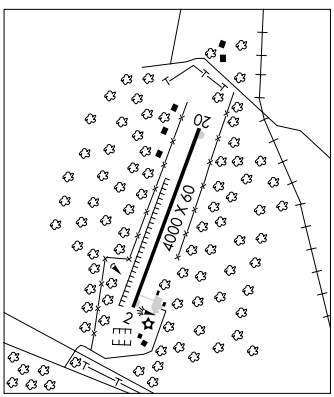
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

POPLAR BLUFF MUNI (POF) 3 E UTC−6(−5DT) N36°46.44′ W90°19.49′ **ST LOUIS**
331 B S2 **FUEL** 100LL, JET A NOTAM FILE POF **H–6J, L–16H**
RWY 18–36: H5008X100 (ASPH–CONC) S–16 MIRL (NSTD) **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Crop dusting on and invof arpt from Mar to Aug. Rwy 18–36 first 1000′ of Rwy 18 is conc remainder is asph. Rwy 18–36 dsplcd thld lgts set at 300′ fm rwy end. NSTD Rwy 36 marking, incorrect spacing of dsplcd thld markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to Rwy 36 end from apron. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 36 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: ASOS 124.225 (573) 778–9172.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 300° 23.9 NM to fld. 280/3E.
EARLI NDB (MHW/LOM) 278 FD N36°40.14′ W90°19.70′ 359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.
SDF 108.7 FDI Rwy 36. LOM EARLI NDB. Backcourse unusable.



POTOSI

WASHINGTON CO (8WC) 3 E UTC−6(−5DT) N37°55.75′ W90°43.89′ **ST LOUIS**
959 B **FUEL** 100LL, JET A NOTAM FILE STL **L–16H**
RWY 02–20: H4000X60 (ASPH) S–11 MIRL 0.3% up S. **IAP**
RWY 02: Trees. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. For fuel after hrs call number posted by outside phone. FBO and fuel located at south apron. Wildlife on and invof arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02–20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 302° 28.2 NM to fld. 1220/1E. **HIWAS.**



PRINCETON–KAUFFMAN MEM (7MO) 2 NW UTC−6(−5DT) N40°25.26′ W93°35.97′ **OMAHA**
858 NOTAM FILE COU
RWY 18–36: 2475X100 (TURF)
RWY 18: Tree. **RWY 36:** Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660–748–4375. 45′ utility lines 1300′ south of Rwy 36 thld. Rwy soft in spring and fall. Wildlife on and invof arpt. Rwy thlds line of sight obstructed by changes in terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy 18–36 marked with large yellow cones, dsplcd thld Rwy 36 marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld is 3′ higher than rwy end.
COMMUNICATIONS: CTAF 122.9

RANKIN (See MARYVILLE)

APP CRS	Rwy Idg	4000
031°	TDZE	959
	Apt Elev	959

RNAV (GPS) RWY 2

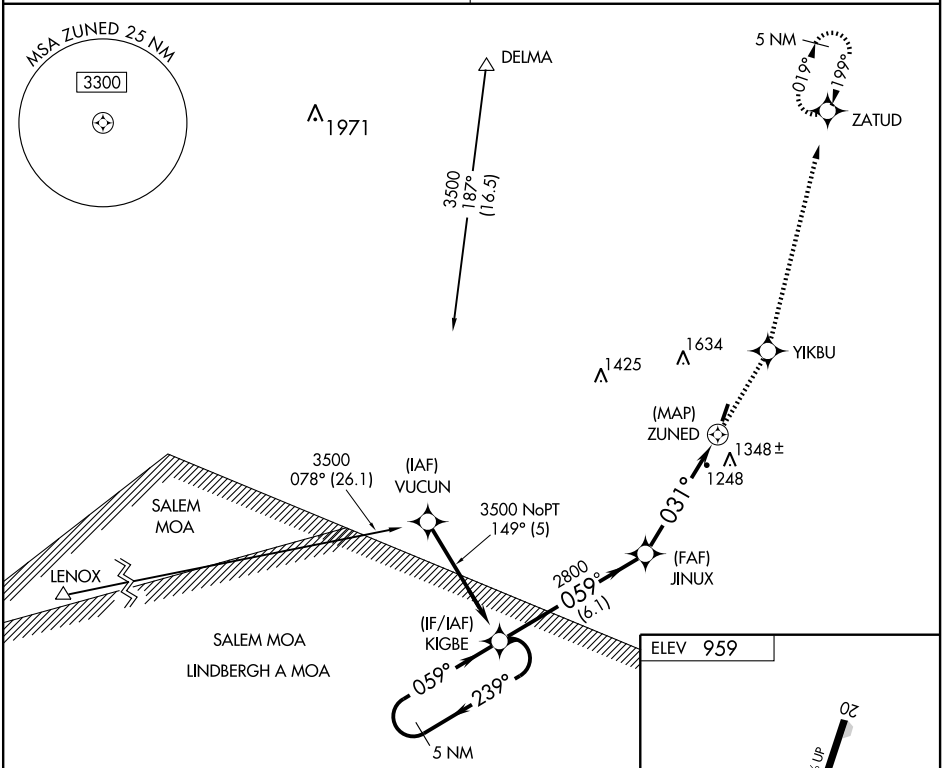
POTOSI/ WASHINGTON COUNTY (8WC)

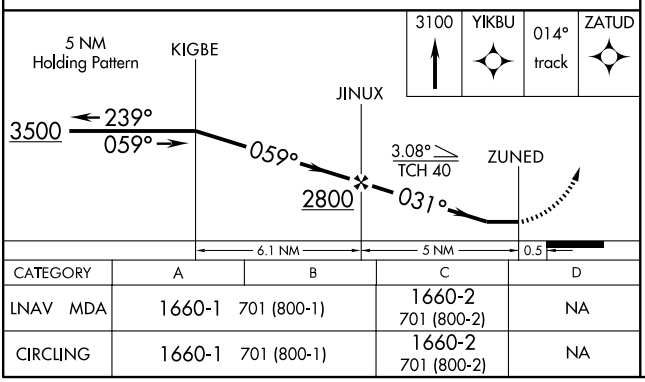
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

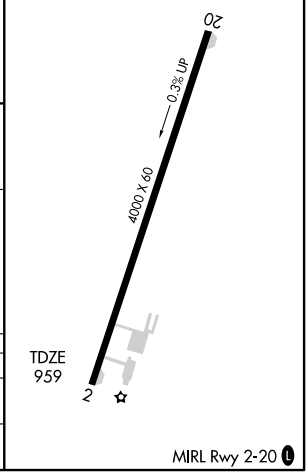
NA

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF) L







MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	1660-1	701 (800-1)	1660-2 701 (800-2)	NA
CIRCLING	1660-1	701 (800-1)	1660-2 701 (800-2)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 20

POTOSI/ WASHINGTON COUNTY (8WC)

APP CRS	Rwy Idg	4000
199°	TDZE	956
	Apt Elev	959

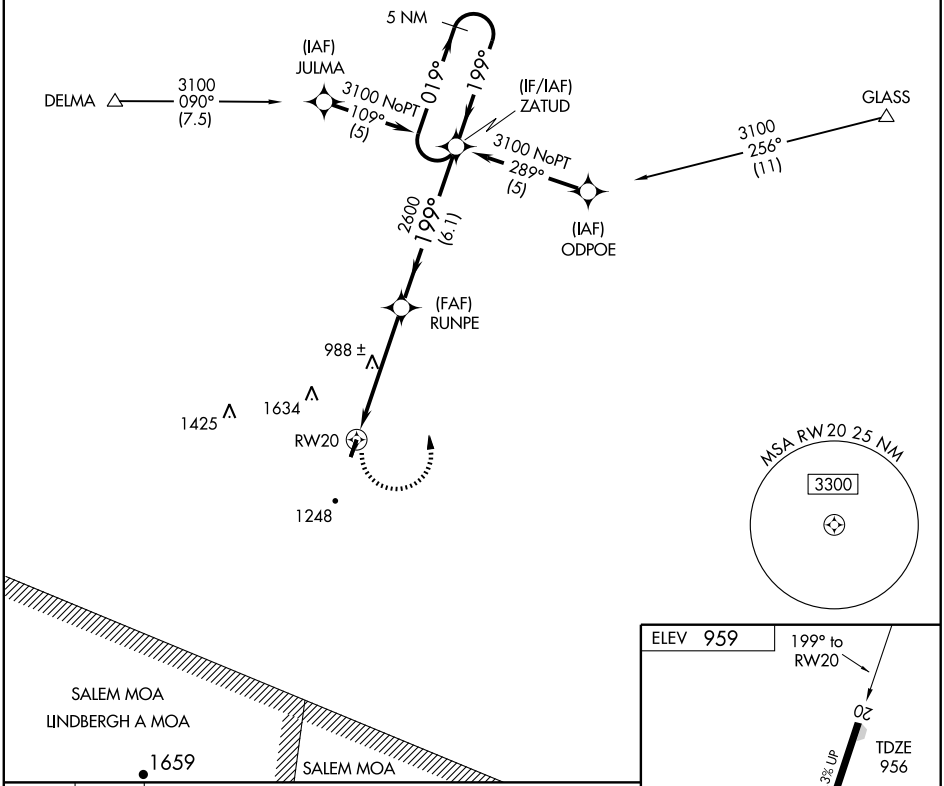
T
A NA

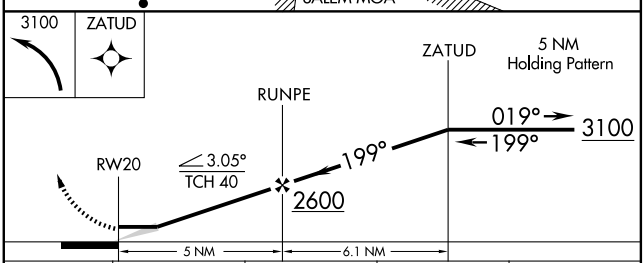
DME/DME RNP- 0.3 NA. Circling NA west of Rwy 2-20.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

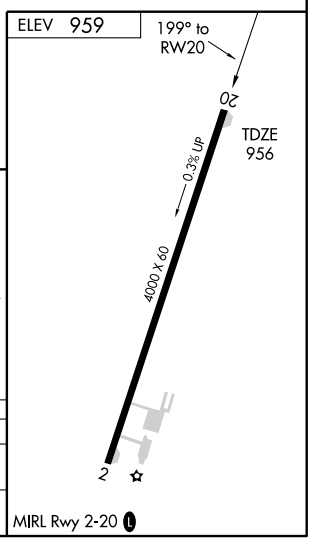
MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF) L

Procedure NA for arrivals at DELMA via V238 southwest bound.





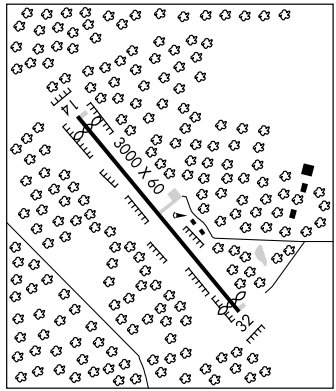


MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	1360-1 404 (500-1)		1360-1¼ 404 (500-1¼)	NA
CIRCLING	1560-1 601 (700-1)	1580-1 621 (700-1)	1620-1¾ 661 (700-1¾)	NA

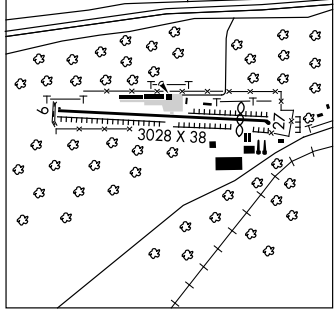
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RICHLAND MUNI (MO1) 1 N UTC−6(−5DT) N37°52.49′ W92°24.48′ KANSAS CITY L–16G
1110 NOTAM FILE COU
RWY 14–32: H3000X60 (ASPH) S–6 LIRL
RWY 14: Thld dsplcd 170′. Trees.
RWY 32: Thld dsplcd 130′. Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Turnoff lgts to ramp only. Golfers crossing rwy approximately 800′ NW of Rwy 32 thld. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 294° 34.0 NM to fld. 1370/6E. **HIWAS.**



RIVERSIDE N39°07.22′ W94°35.80′ NOTAM FILE MKC. KANSAS CITY L–10J, A
(T) VORW/DME 111.4 RIS Chan 51 at Charles B. Wheeler Downtown. 740/5E.
VOR/DME unusable 090°–170° 320°–345°
VOR unusable byd 15 NM

ROLLA DOWNTOWN (KØ7) 3 SW UTC−6(−5DT) N37°56.14′ W91°48.81′ KANSAS CITY L–16G IAP
987 NOTAM FILE COU
RWY 09–27: H3028X38 (ASPH) LIRL (NSTD) 0.3% up E
RWY 09: Trees. **RWY 27:** Thld dsplcd 445′. Tree.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Ultralight acft on and invof arpt. Rwy 09–27 line of sight obstructed by grade change in rwy. Tall brush located 70–125′ S of rwy, fm Rwy 09 thld to access twy. Rwy 09–27 glassphalt coating deteriorating and glass chips are becoming loose. Tall weeds on rwy. Rwy 09–27 NSTD LIRL; Two green thld lgts Rwy 09; Two green thld lgts 10–15 feet west of dsplcd thld bar Rwy 27; No dsplcd thld lgts; Rwy edge lgts 35–40 feet from rwy edge. First 445 feet of Rwy 27 unlgtd. Rwy 27 dsplcd thld elev 7 feet higher than rwy end elev; dalgt ops only. Rwy 09–27 NSTD LIRL OTS indef. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.
VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 195° 14.0 NM to fld. 1110/6E.



ROLLA NATIONAL (See ROLLA/VICHY)

VOR/DME VIH	APP CRS	Rwy Idg	N/A
117.7	195°	TDZE	N/A
Chan 124		Apt Elev	987

VOR/DME or GPS-A

ROLLA DOWNTOWN (KØ7)

T A NA — Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

KANSAS CITY CENTER 128.35 284.67

UNICOM 122.8 (CTAF) L

NoPT for arrivals on VIH VORTAC airway radials 315 clockwise 085

IAF VICHY 117.7 VIH Chan 124

063° 1 min 243° R-063

MSA VIH 25 NM 2600

2700 195° (10)

PHELP VIH 10

1640 1425 1501 1293 1333 1298 1693 1642

(MAGDY) 1099±

10 NM

3000 001° (34)

MAPLES 113.4 MAP Chan 81

ELEV 987

Rwy 27 ldg 2583' (nights only)

195° 4 NM from FAF

0.3% UP

3028 X 38

27

LIRL Rwy 9-27 L

2700 | VIH 117.7

PHELP VIH 10

VOR/DME

One Minute Holding Pattern

(MAGDY) VIH 14

195° 2700

063° 243° 2700

4 NM 10 NM

CATEGORY	A	B	C	D
CIRCLING	1800-1 813 (900-1)	1840-1¼ 853 (900-1¼)		NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ROLLA/VICHY

ROLLA NATIONAL (VIH) 11 N UTC−6(−5DT) N38°07.65′ W91°46.17′

KANSAS CITY
H–5D, L–16G
IAP

1148 B S2 **FUEL** 100LL, JET A NOTAM FILE COU

RWY 04–22: H5500X100 (ASPH) S–75, D–85, 2S–108, 2D–130 HIRL (NSTD) 0.5% up SW

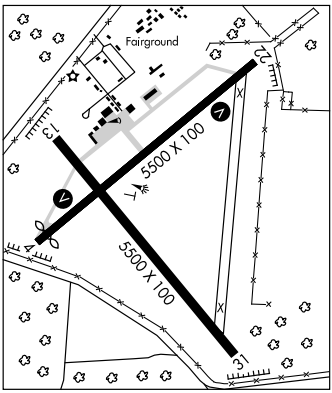
RWY 04: VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 213′. Road.

RWY 22: VASI(V4L)—GA 3.0° TCH 52′. Tree.

RWY 13–31: H5500X100 (ASPH) S–48, D–62, 2D–92 MIRL

RWY 13: Road.

RWY 31: Trees.



AIRPORT REMARKS: Attended 1300Z‡–dusk. 97′ twr located 1800′ NNE of Rwy 13 thld. Radio controlled model airplanes invof arpt. Wildlife on and invof arpt. CLSD Rwy 18–36 not to be used as twy. Helipad parking on SE corner of apron. Airframe and power plant repairs emergency only. Rwy 04–22 NSTD HIRL, lgts are 34′ from pavement edge. ACTIVATE HIRL Rwy 04–22 MIRL Rwy 13–31, VASI Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (573) 299–4419.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 128.35

AIRSPACE: CLASS E svc 1200–0400Z‡.

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 236° 3.4 NM to fld. 1110/6E.

ROOSTERVILLE (See LIBERTY)

ROSECRANS MEM (See ST JOSEPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC−6(−5DT) N38°50.92′ W90°30.01′

ST LOUIS
L–27B, A
IAP

442 B S4 **FUEL** 100LL TPA–1092(650) NOTAM FILE STL

RWY 09–27: H3451X50 (ASPH) S–8 LIRL (NSTD)

RWY 09: VASI(V4L)—GA 3.0° TCH 40′. Brush.

RWY 27: PAPI(P4R)—GA 3.0° TCH 39′. P-line. Rgt tfc.

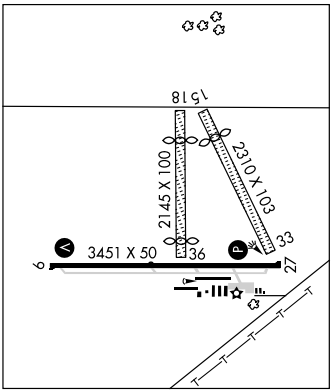
RWY 15–33: 2310X103 (TURF)

RWY 15: Thld dsplcd 400′. Road. **RWY 33:** P-line.

RWY 18–36: 2145X100 (TURF)

RWY 18: Thld dsplcd 400′. Road.

RWY 36: Thld dsplcd 200′. Bldg.



AIRPORT REMARKS: Attended Apr–Oct 1400–0400Z‡, Nov–Mar 1400–0200Z‡. Rwy 09–27 rough rwy surface. Transverse asphalt ridges over majority of rwy. Rwy 09–27 cracks, rocks and asphalt breaking up, length of rwy. Rwy 15–33 rolling rough and uneven. Rwy 18–36 various areas are rolling and rough. Crops located 60′ fm rwy thlds and 120′ fm centerline first 1,800′ of Rwy 09 are within rwy object free area and primary and transitional surfaces. NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09–27 located 70–75′ fm rwy. Rwy 15–33 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Rwy 18–36 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy 09–27 NSTD LIRL, 4 thld lgts Rwy 09. All thld lgt lens nstd color. Thld lgts and rwy edge lgts placed 45–50′ from pavement edge. Rwy edge lgts white last 1700′ of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ST LOUIS APP/DEP CON** 124.2 **CLNC DEL** 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 228° 1.1 NM to fld. 450/1E.

HIWAS.

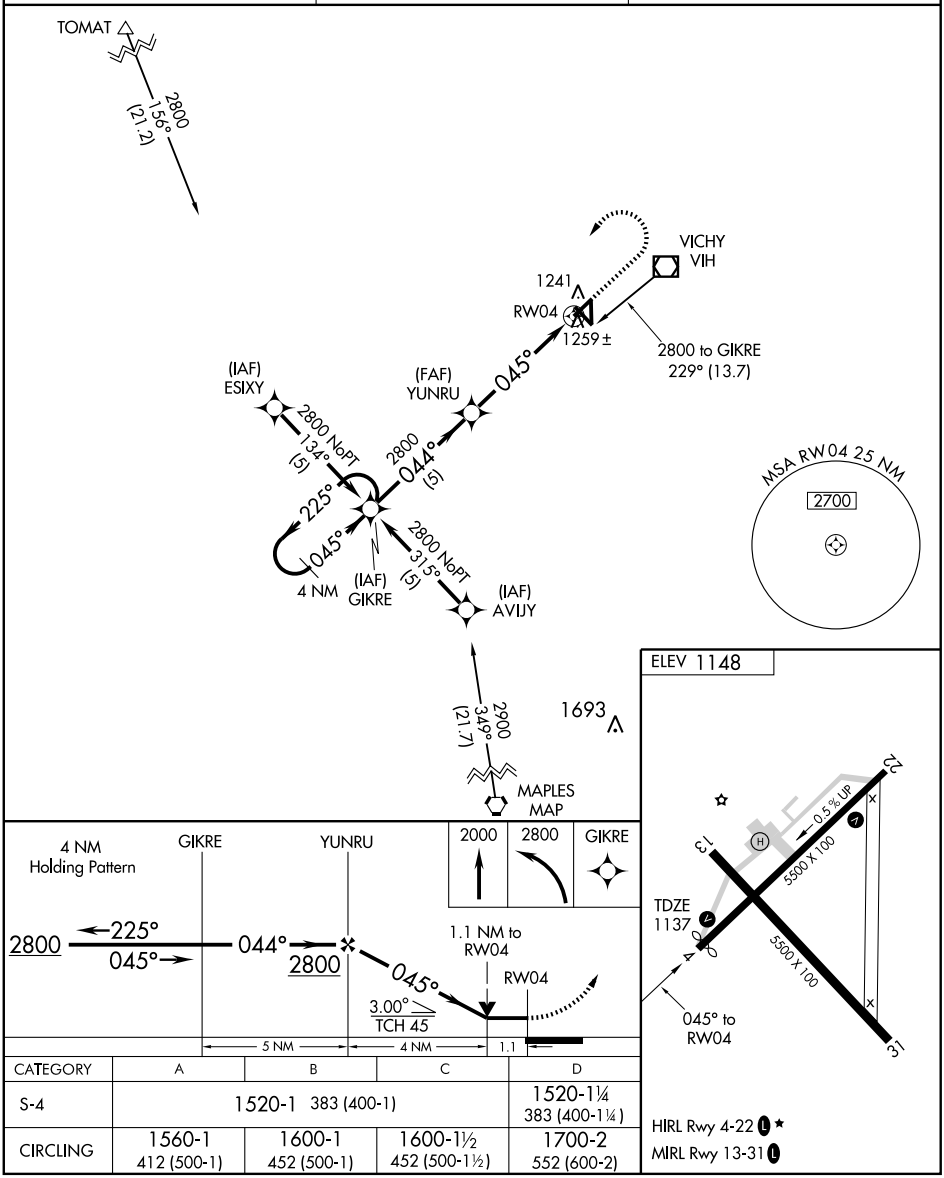
APP CRS	Rwy Idg	5287
045°	TDZE	1137
	Apt Elev	1148

GPS RWY 4
ROLLA NATIONAL (VIH)

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct GIKRE WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-4	1520-1 383 (400-1)			1520-1¼ 383 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

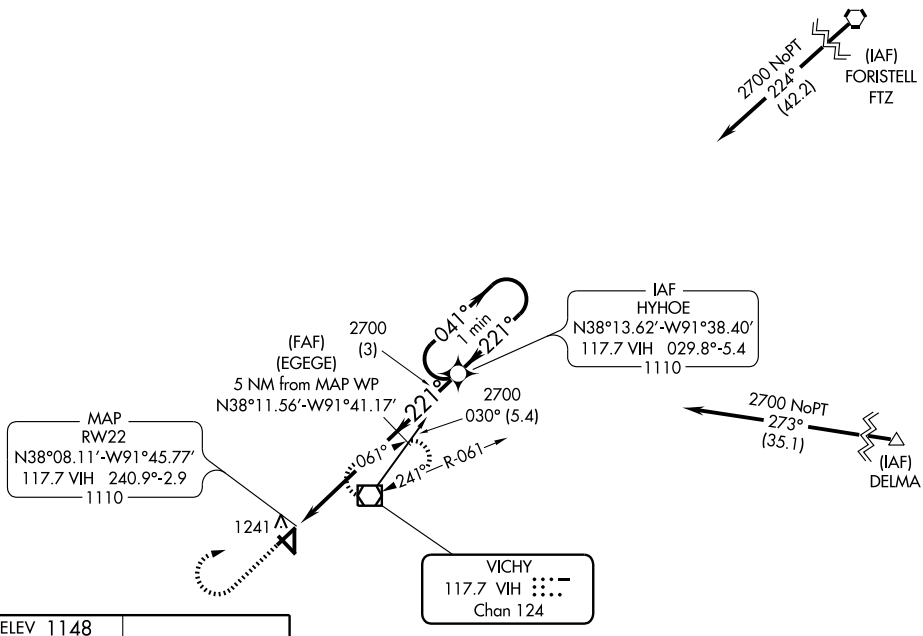
VOR/DME VIH 117.7 Chan 124	APP CRS 221°	Rwy Idg 5500 TDZE 1122 Apt Elev 1148

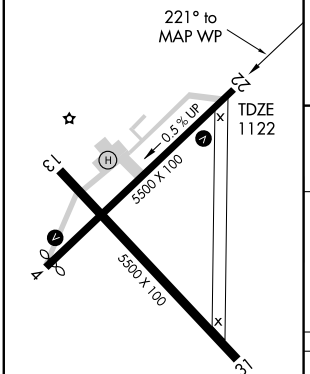
VOR/DME RNAV or GPS RWY 22

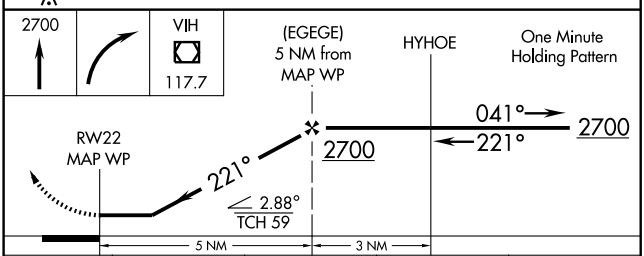
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-22	1500-¾ 378 (400-¾)			1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

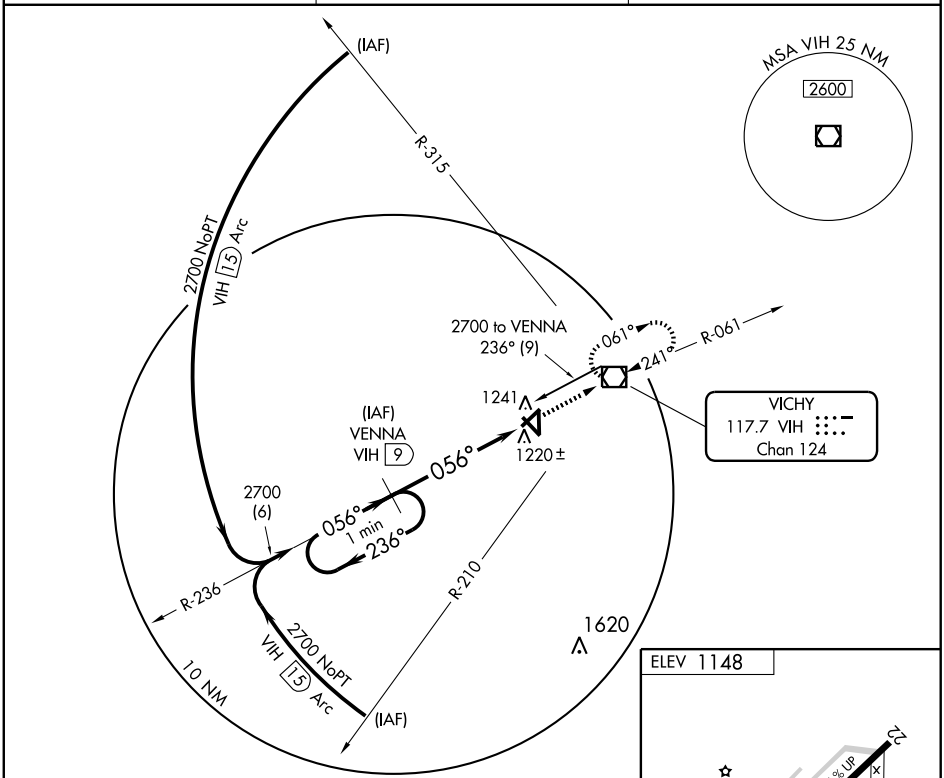
NC-3, 26 AUG 2010 to 23 SEP 2010

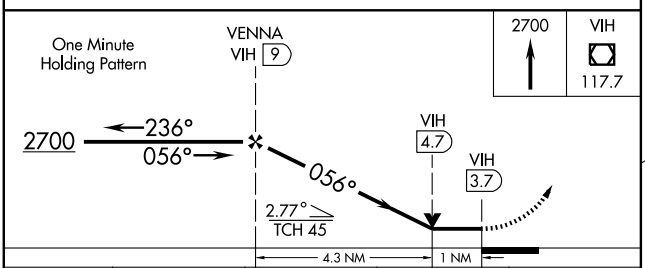
VOR/DME VIH	APP CRS	Rwy Idg	5287
117.7	056°	TDZE	1137
Chan 124		Apt Elev	1148

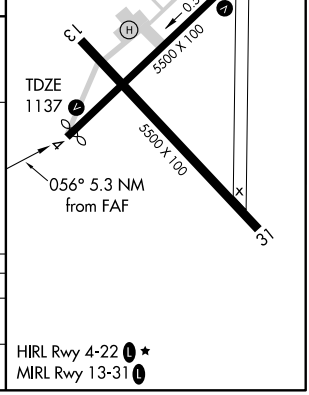
VOR/DME RWY 4
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1480-1 343 (400-1)			
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

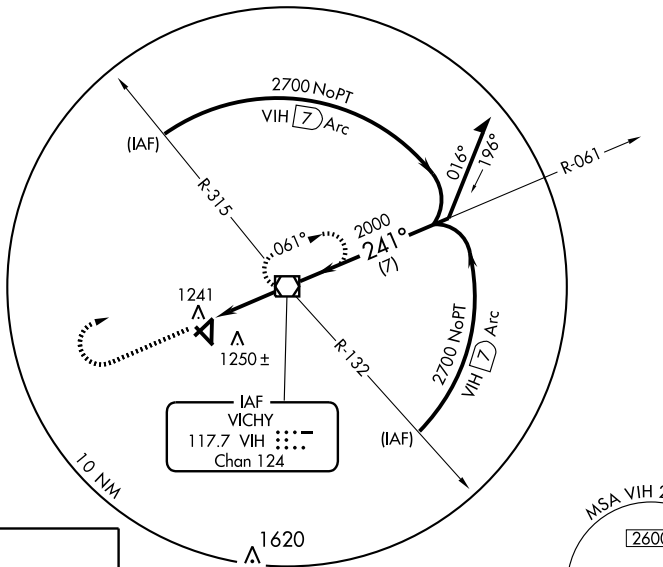
VOR/DME VIH 117.7 Chan 124	APP CRS 241°	Rwy Idg 5500 TDZE 1122 Apt Elev 1148

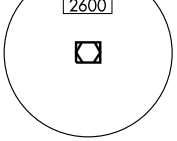
VOR RWY 22
ROLLA NATIONAL (VIH)

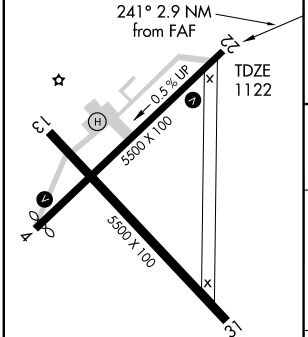
MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L

NC-3, 26 AUG 2010 to 23 SEP 2010

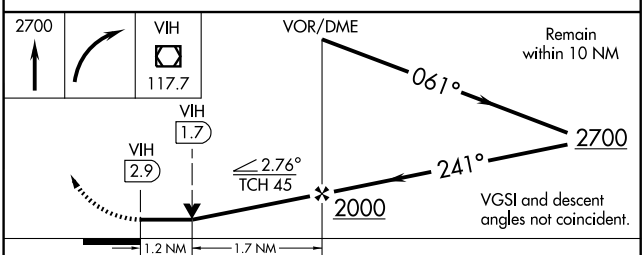






HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

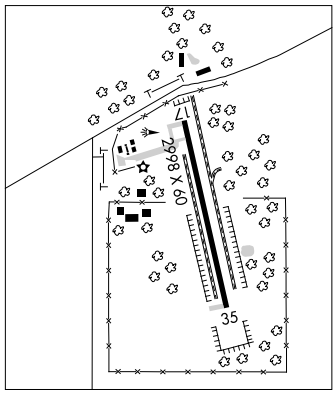
FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58



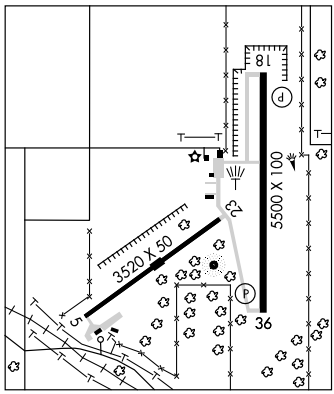
CATEGORY	A	B	C	D
S-22	1500-¾ 378 (400-¾)			1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

SALEM MEM (K33) 4 SW UTC−6(−5DT) N37°36.91′ W91°36.27′ KANSAS CITY
1241 B **FUEL** 100LL TPA—2041(800) NOTAM FILE STL L–16G
RWY 17–35: H2998X60 (ASPH) S–12.5 MIRL 0.7% up S IAP
RWY 17: REIL. Trees. **RWY 35:** REIL. Trees.
AIRPORT REMARKS: Unattended. Fuel unavbl. Helicopter operations on and invof arpt. Rwy 17–35 NSTD markings. ACTIVATE MIRL Rwy 17–35—CTAF; to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MAP
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 074° 9.0 NM to fld. 1370/6E. **HIWAS.**



SEDALIA MEM (DMO) 2 E UTC−6(−5DT) N38°42.44′ W93°10.55′ KANSAS CITY
909 B S3 **FUEL** 100LL, JET A NOTAM FILE DMO H–5D, L–27A
RWY 18–36: H5500X100 (CONC–WC) S–30, D–48 MIRL 0.4% up S IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree. Rgt tfc.
RWY 05–23: H3520X50 (ASPH) S–9, D–11.3 0.7% up SW
RWY 05: Tree. **RWY 23:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1300–0100Z‡ Nov–Mar Mon–Fri 1300–0000Z‡. Jan–Dec Sat–Sun 1400–2200Z‡. Wildlife on rwys early morning and dusk. Rwy 18–36 approximately 40% of rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: ASOS 120.525 (660) 826–8225.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.05 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 110° 50.3 NM to fld. 878/7E.
NDB (MHW) 281 DMO N38°42.26′ W93°10.60′ at fld.



SEYMOUR

OWEN FLD (H58) 3 NE UTC−6(−5DT) N37°11.08′ W92°44.26′ KANSAS CITY
1600 NOTAM FILE COU
RWY 01–19: 2800X45 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
RWY 15–33: 1725X25 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rwys at any time. NSTD rwy safety areas byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417–935–2232 for rwy conditions. Rwy 01–19 first 1000′ of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end. Rwy 15–33 rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	2998
166°	TDZE	1241
	Apt Elev	1241

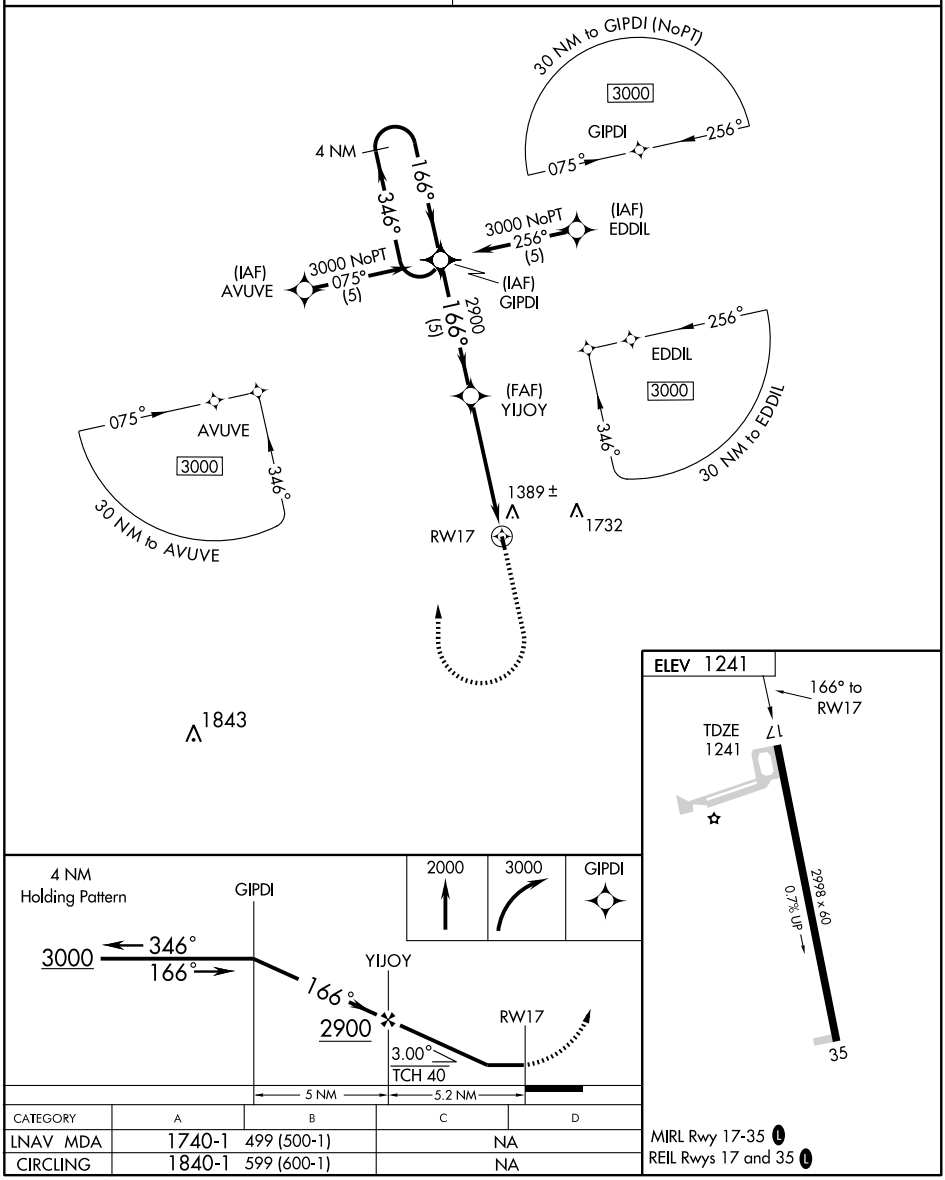
RNAV (GPS) RWY 17

SALEM MEMORIAL (K33)

⚠ NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1740-1	499 (500-1)	NA	
CIRCLING	1840-1	599 (600-1)	NA	

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

SALEM MEMORIAL (K33)

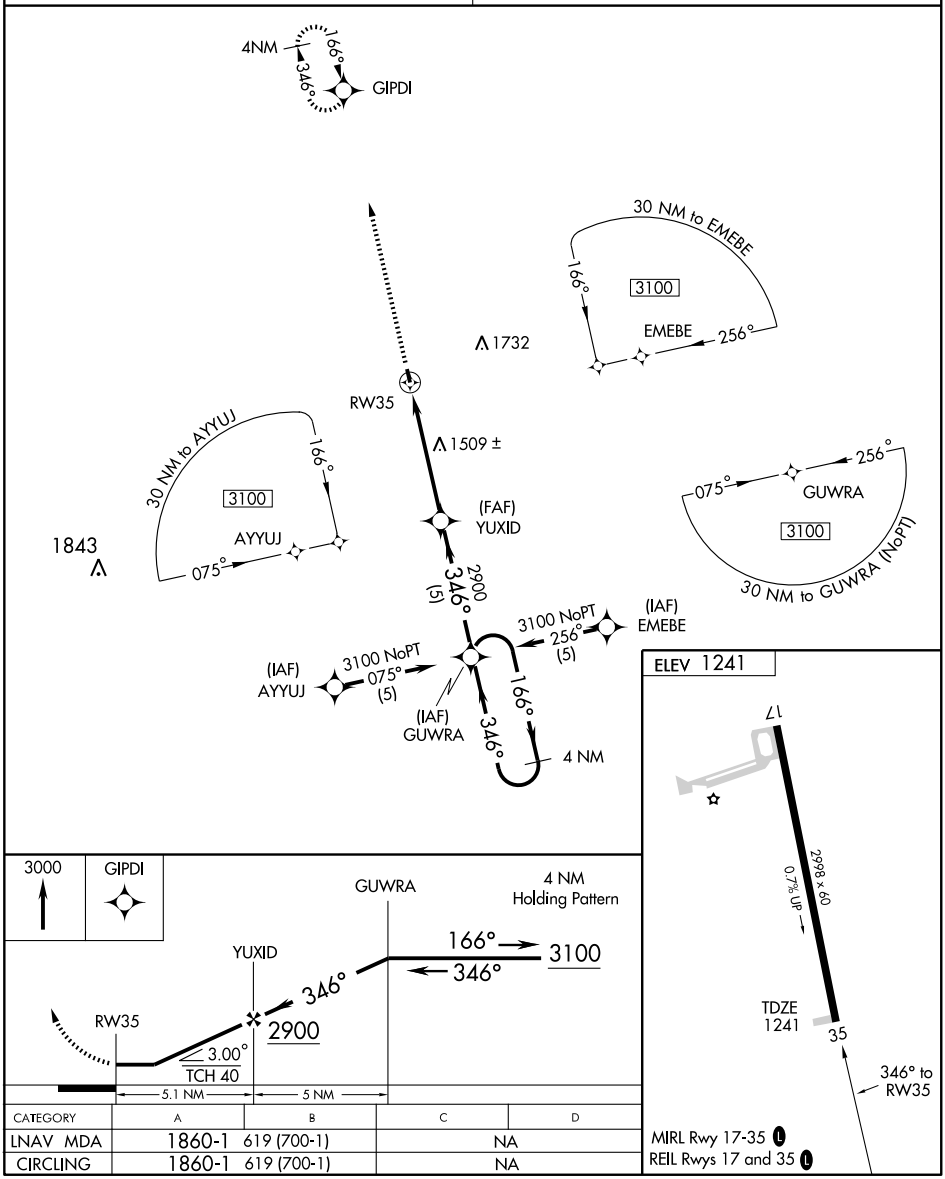
APP CRS	Rwy Idg	2998
346°	TDZE	1241
	Apt Elev	1241

NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	619 (700-1)	NA	
CIRCLING	1860-1	619 (700-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC MAP	APP CRS	Rwy Idg	N/A
113.4	074°	TDZE	N/A
Chan 81		Apt Elev	1241

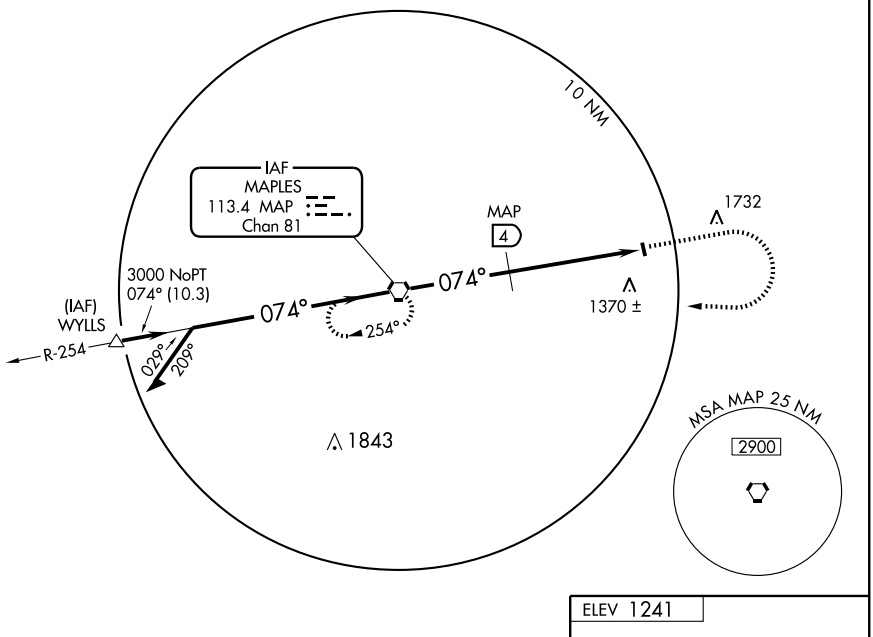
VOR-A

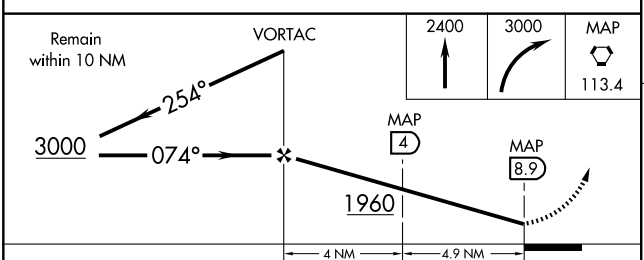
SALEM MEMORIAL (K33)

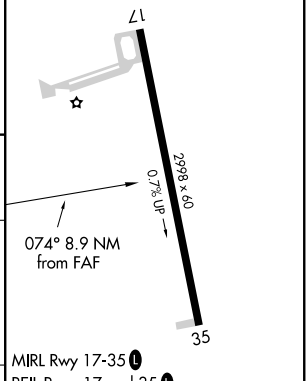
NA Use Rolla National altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L





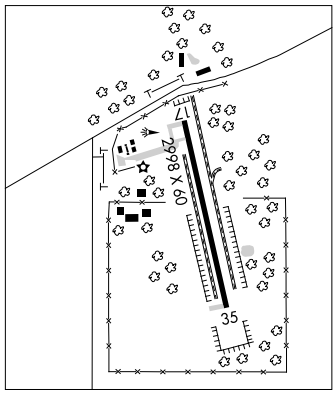


CATEGORY	A	B	C	D
CIRCLING	1960-1 719 (800-1)		NA	
DME MINIMUMS				
CIRCLING	1840-1 599 (600-1)		NA	

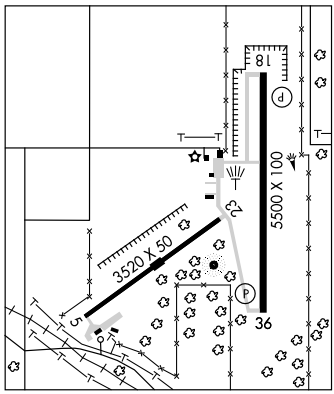
FAF to MAP 8.9 NM					
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

SALEM MEM (K33) 4 SW UTC−6(−5DT) N37°36.91′ W91°36.27′ KANSAS CITY
1241 B **FUEL** 100LL TPA—2041(800) NOTAM FILE STL L–16G
RWY 17–35: H2998X60 (ASPH) S–12.5 MIRL 0.7% up S IAP
RWY 17: REIL. Trees. **RWY 35:** REIL. Trees.
AIRPORT REMARKS: Unattended. Fuel unavbl. Helicopter operations on and invof arpt. Rwy 17–35 NSTD markings. ACTIVATE MIRL Rwy 17–35—CTAF; to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MAP
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 074° 9.0 NM to fld. 1370/6E. **HIWAS.**



SEDALIA MEM (DMO) 2 E UTC−6(−5DT) N38°42.44′ W93°10.55′ KANSAS CITY
909 B S3 **FUEL** 100LL, JET A NOTAM FILE DMO H–5D, L–27A
RWY 18–36: H5500X100 (CONC–WC) S–30, D–48 MIRL 0.4% up S IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree. Rgt tfc.
RWY 05–23: H3520X50 (ASPH) S–9, D–11.3 0.7% up SW
RWY 05: Tree. **RWY 23:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1300–0100Z‡ Nov–Mar Mon–Fri 1300–0000Z‡. Jan–Dec Sat–Sun 1400–2200Z‡. Wildlife on rwys early morning and dusk. Rwy 18–36 approximately 40% of rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: ASOS 120.525 (660) 826–8225.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.05 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 110° 50.3 NM to fld. 878/7E.
NDB (MHW) 281 DMO N38°42.26′ W93°10.60′ at fld.



SEYMOUR

OWEN FLD (H58) 3 NE UTC−6(−5DT) N37°11.08′ W92°44.26′ KANSAS CITY
1600 NOTAM FILE COU
RWY 01–19: 2800X45 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
RWY 15–33: 1725X25 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rwys at any time. NSTD rwy safety areas byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417–935–2232 for rwy conditions. Rwy 01–19 first 1000′ of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end. Rwy 15–33 rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end.
COMMUNICATIONS: CTAF 122.9

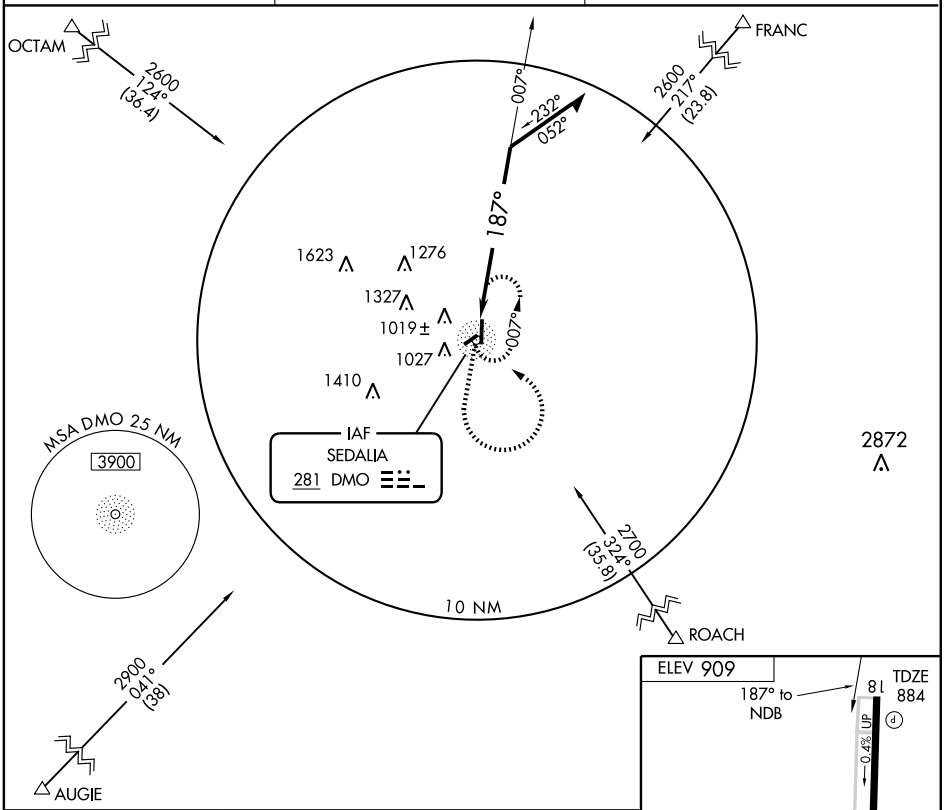
NDB DMO	APP CRS	Rwy Idg	5500
281	187°	TDZE	884
		Apt Elev	909

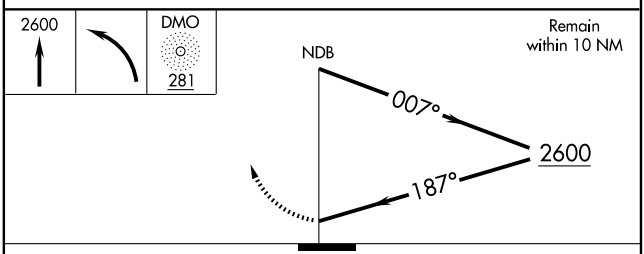
NDB RWY 18
SEDALIA MEMORIAL (DMO)

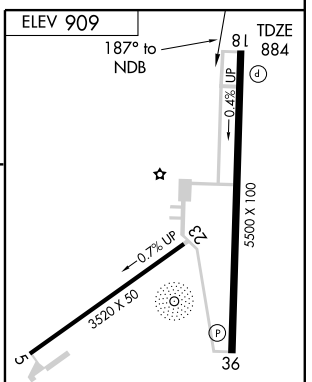
NA

MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1380-1 496 (500-1)		1380-1¼ 496 (500-1¼)	1380-1½ 496 (500-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

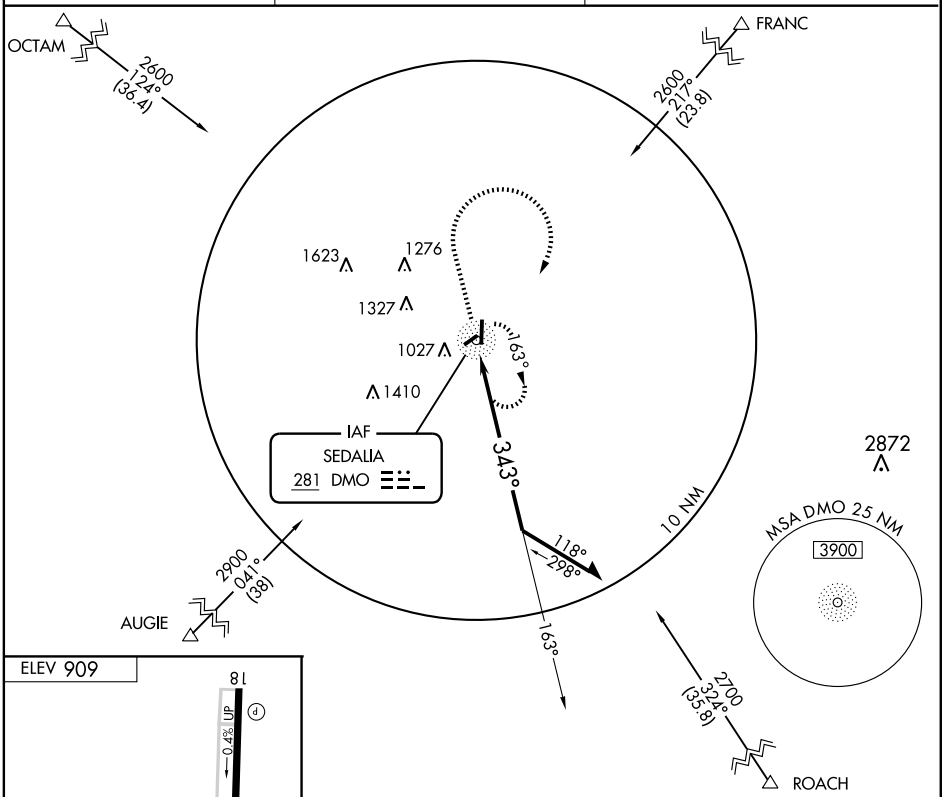
NDB DMO	APP CRS	Rwy Idg	5500
281	343°	TDZE	902
		Apt Elev	909

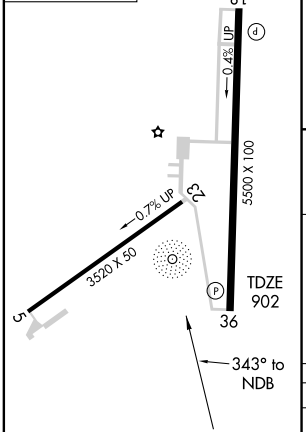
NDB RWY 36
SEDALIA MEMORIAL (DMO)

NA

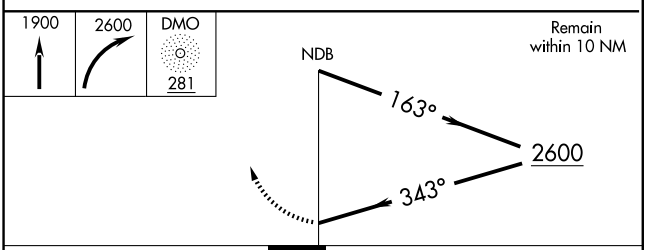
MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-36	1480-1 571 (600-1)		1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
CIRCLING	1480-1 571 (600-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 18

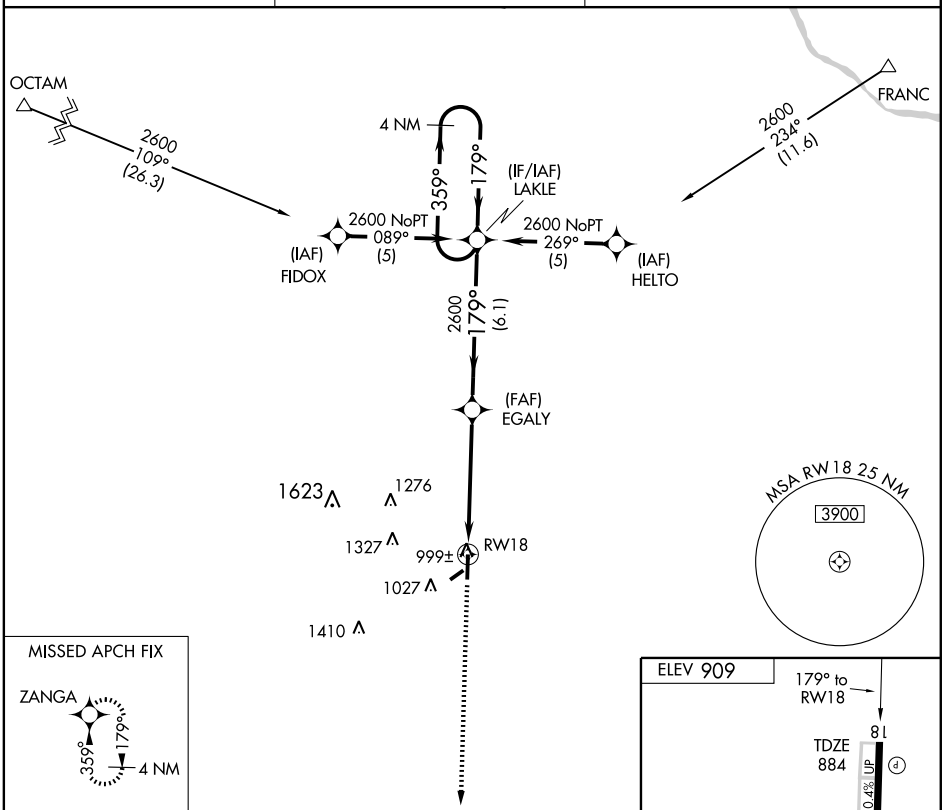
SEDALIA MEMORIAL (DMO)

APP CRS	Rwy Idg	5500
179°	TDZE	884
	Apt Elev	909

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 376 (400-1)			1260-1¼ 376 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 36

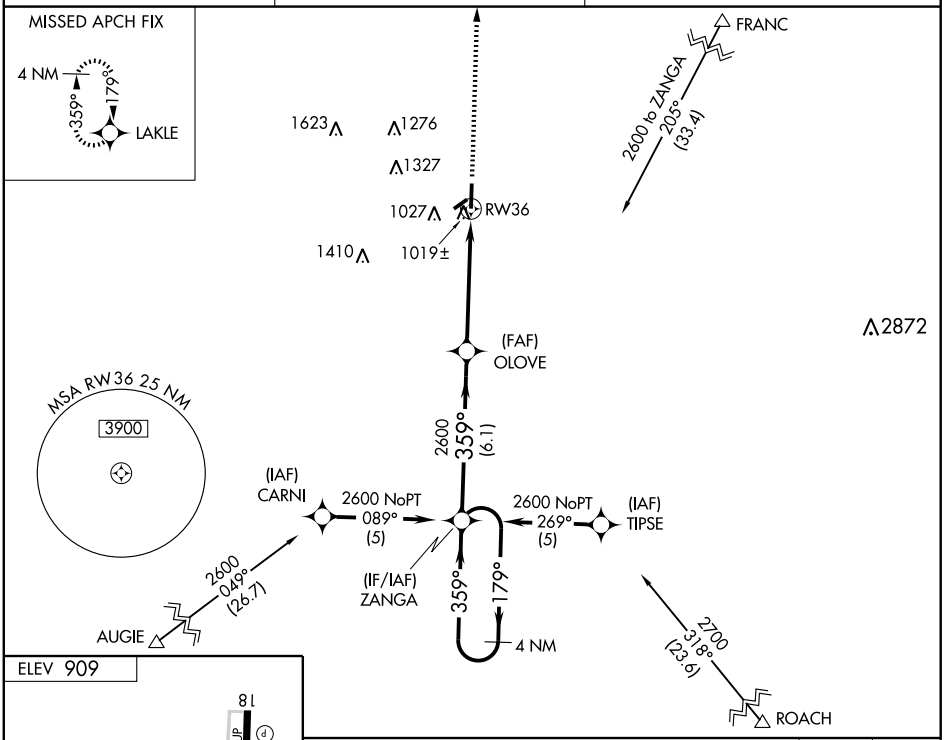
SEDALIA MEMORIAL (DMO)

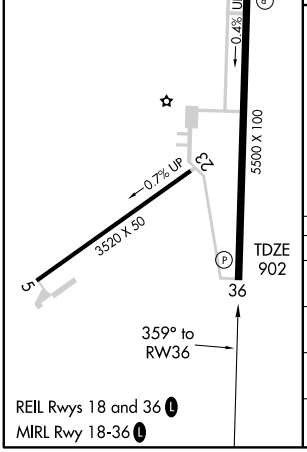
WAAS	APP CRS	Rwy Idg	5500
CH 60913	359°	TDZE	902
W36A		Apt Elev	909

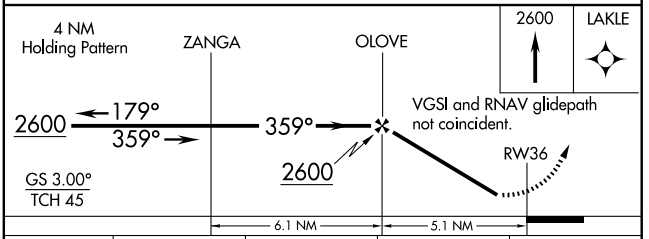
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1170-1 268 (300-1)			
LNAV/VNAV DA	1280-1¼ 378 (400-1¼)			
LNAV MDA	1280-1 378 (400-1)			1280-1¼ 378 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE

SHELBY CO (6K2) 1 NW UTC−6(−5DT) N39°48.75′ W92°03.01′ KANSAS CITY

766 NOTAM FILE COU

RWY 17–35: 2300X46 (TURF)

RWY 17: Fence. **RWY 35:** Tree.

AIRPORT REMARKS: Unattended. Radio controlled model airplanes on and invof arpt and heavy concentration of large waterfowl on and invof arpt. NSTD rwy safety areas beyond each rwy end, Rwy 17 has fence 80′ from thld, Rwy 35 has large drop off and lake. Rwy 17–35 marked with large yellow cones. Rwy 35 has 5′ orange numbers at thld (fair condition).

COMMUNICATIONS: CTAF 122.9

SIKESTON MEM MUNI (SIK) 2 NE UTC−6(−5DT) N36°53.93′ W89°33.71′ ST LOUIS

315 B **FUEL** 100LL, JET A NOTAM FILE STL H–6J, L–16H

RWY 02–20: H5502X100 (ASPH) S–30, D–38 MIRL (NSTD) IAP

RWY 02: VASI(V2L)—GA 3.0° TCH 25′. Trees.

RWY 20: REIL. VASI(V2L)—GA 3.0° TCH 27′.

AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1400–2300Z‡. 24–hr automatic credit card fueling system for 100LL. Ultralight activity on and invof arpt. Numerous birds invof arpt. Rwy 02–20 has cracks with grass growing in them. Twy lgts OTS indef. Rwy 02–20 NSTD MIRL; thld lgts spacing incorrect. Rwy 02 VASI OTS indef. Rwy 20 VASI OTS indef. VASI Rwy 02 and Rwy 20 on 24 hrs. MIRL Rwy 02–20 preset on low ints, to increase ints and ACTIVATE REIL Rwy 20—CTAF.

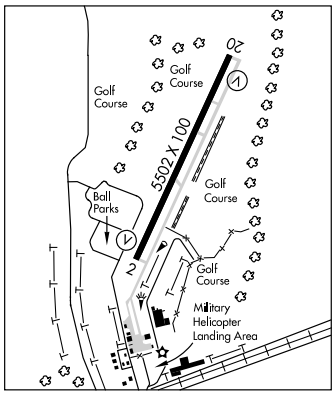
WEATHER DATA SOURCES: AWOS–3 119.175 (573) 471–7371.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CGI.

CAPE GIRARDEAU (L) VOR/DME 112.9 CGI Chan 76 N37°13.65′ W89°34.34′ 178° 19.7 NM to fld. 340/1E.



SKYHAVEN (See WARRENSBURG)

SLATER MEM (9K5) 1 NW UTC−6(−5DT) N39°13.76′ W93°04.37′ KANSAS CITY

860 NOTAM FILE COU

RWY 04–22: 2455X132 (TURF)

RWY 22: Thld dsplcd 300′. Road.

AIRPORT REMARKS: Unattended. Rwy 04–22 soft during prolonged wet periods. Model radio controlled acft on and invof arpt. Large waterfowl on and invof arpt. +1–10′ crops along rwy edges from spring to fall. Rwy 04–22 no line of sight between rwy ends. Rwy 04 thld marked with 6 large yellow cones. Rwy 04–22 edges not marked. Rwy 22 dsplcd thld 4′ higher than rwy end. Dsplcd thld not marked. Thld marked with 6 large yellow cones.

COMMUNICATIONS: CTAF 122.9

SNOOP N38°38.36′ W90°46.03′ NOTAM FILE SUS. KANSAS CITY

NDB (LOM) 326 SU 074° 5.6 NM to Spirit of St. Louis. Unmonitored.

SPIRIT OF ST LOUIS (See ST LOUIS)

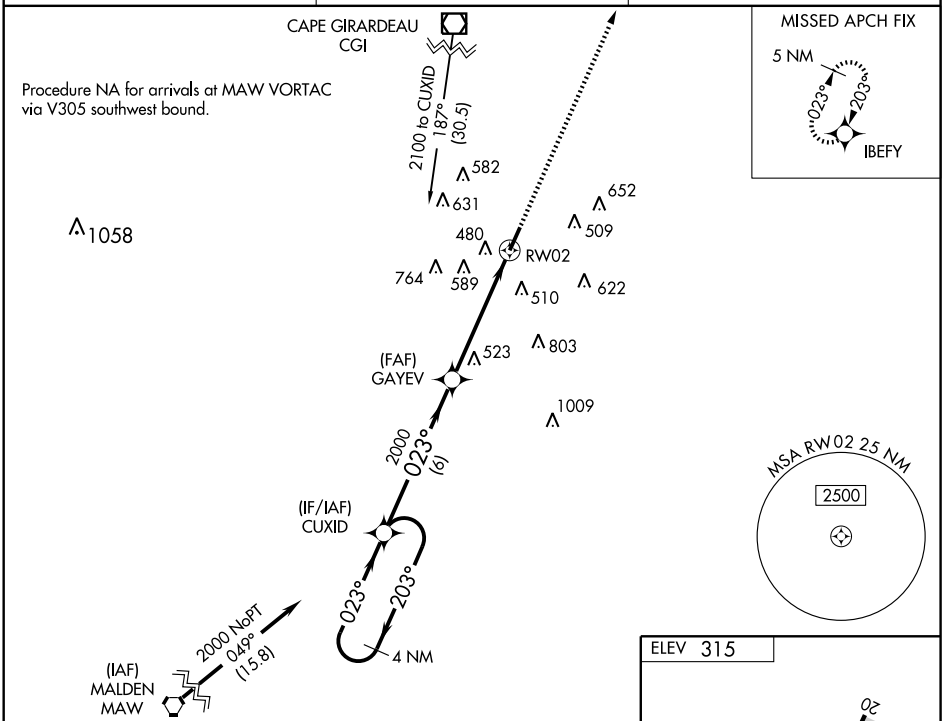
WAAS	APP CRS	Rwy Idg	5502
CH 86801	023°	TDZE	315
W02A		Apt Elev	315

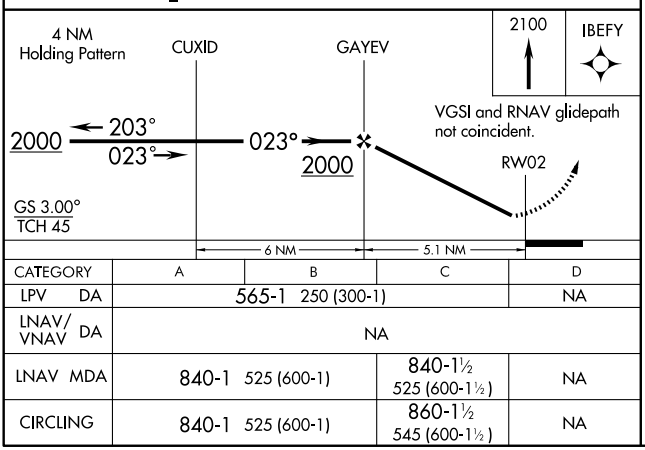
RNAV (GPS) RWY 2
SIKESTON MEMORIAL MUNI (SIK)

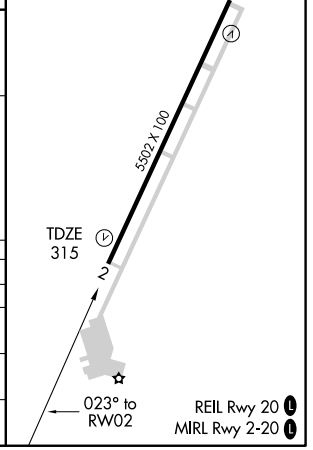
T A NA — DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	565-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	840-1 525 (600-1)		840-1½ 525 (600-1½)	NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

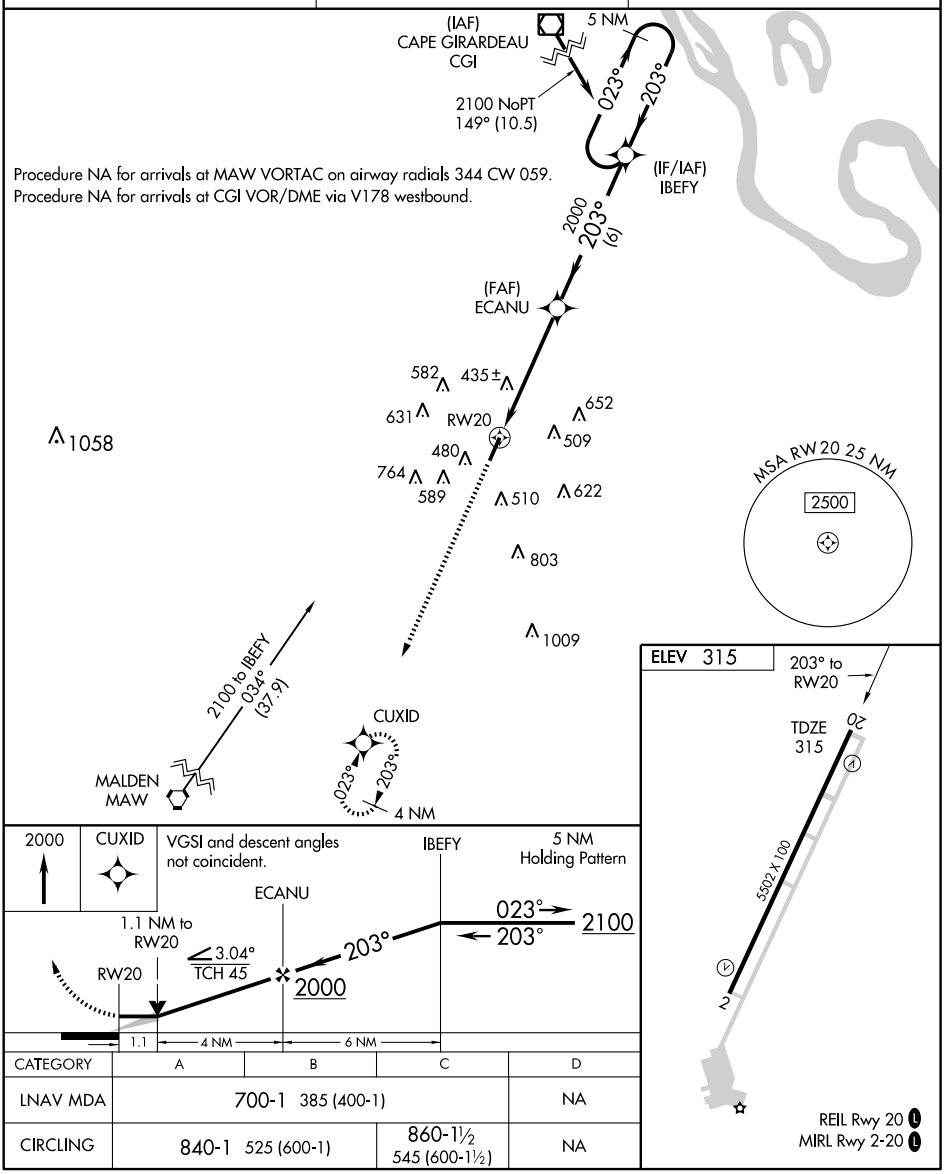
APP CRS	Rwy Idg	5502
203°	TDZE	315
	Apt Elev	315

RNAV (GPS) RWY 20
SIKESTON MEMORIAL MUNI (SIK)

DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct CUXID and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	700-1 385 (400-1)			NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME MAW	APP CRS	Rwy Idg 5502
111.2	036°	TDZE 315
Chan 49		Apt Elev 315

VOR/DME RWY 2

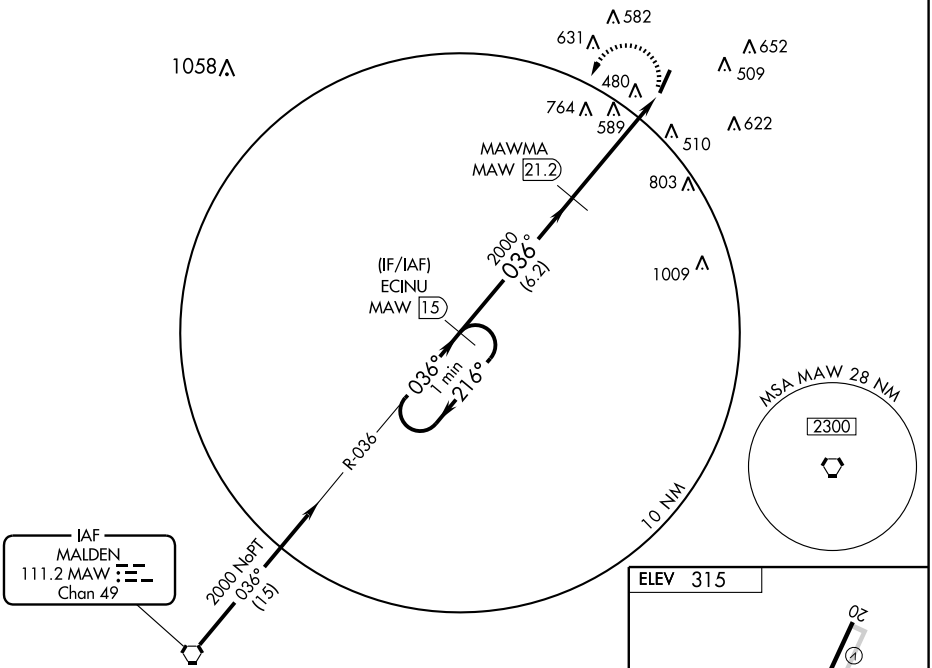
SIKESTON MEMORIAL MUNI (SIK)

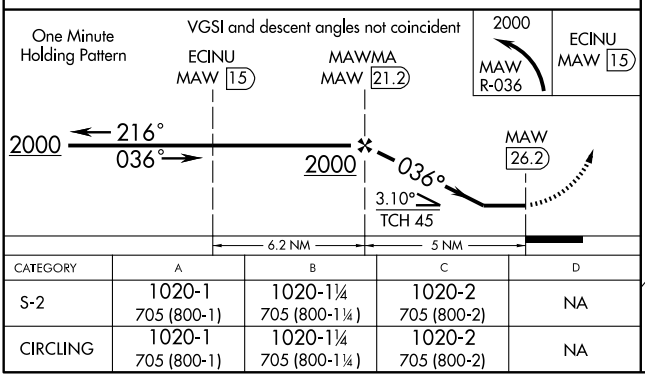
T NA — If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet. Visibilty reduction by helicopters NA.

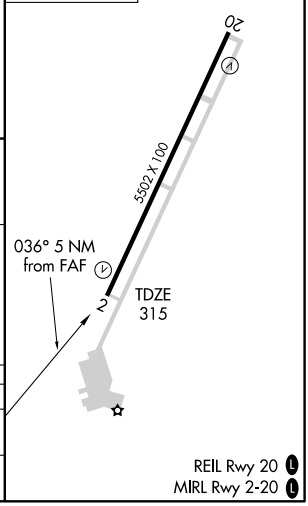
MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.







CATEGORY	A	B	C	D
S-2	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA
CIRCLING	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME CGI	APP CRS	Rwy Idg	5502
112.9	177°	TDZE	315
Chan 76		Apt Elev	315

VOR RWY 20

SIKESTON MEMORIAL MUNI (SIK)

T
NA

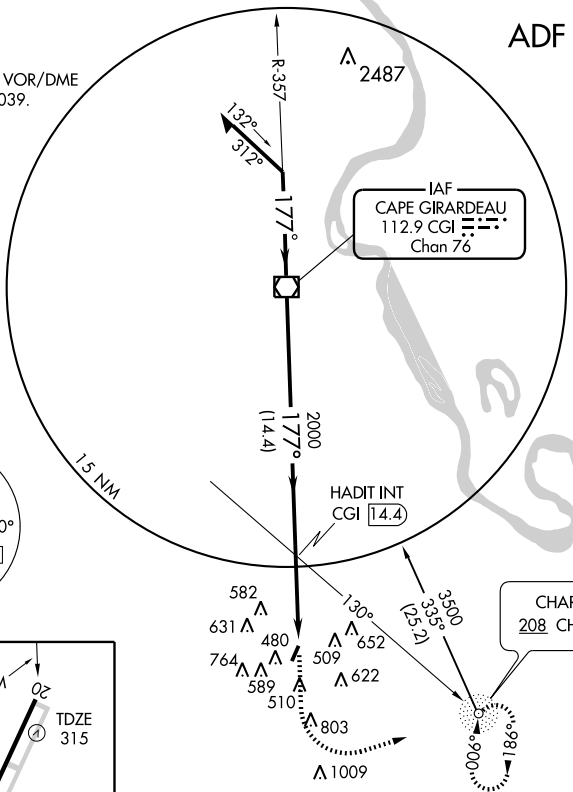
Use Cape Girardeau altimeter setting.

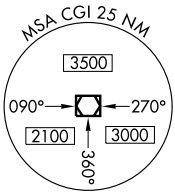
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

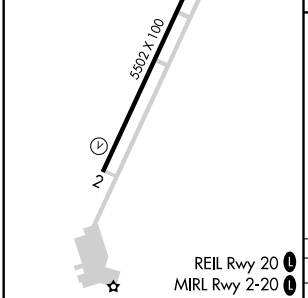
AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

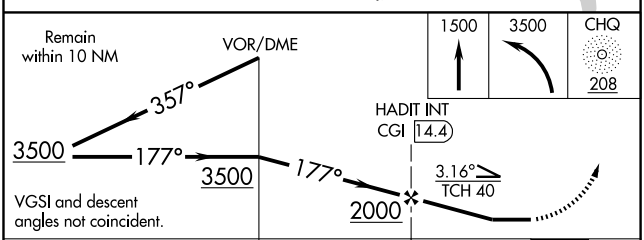
ADF REQUIRED

NoPT for arrivals on CGI VOR/DME airway radials 309 CW 039.









FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-20	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	880-1 565 (600-1)		920-1¾ 605 (700-1¾)	920-2 605 (700-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)
SPRINGFIELD, MISSOURI

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
135.125
SPRINGFIELD TOWER
119.9 257.8
GND CON
121.9 397.85
CLNC DEL
123.675

RWY 02-20
S-135, D-170, 2S-175, 2D-300
RWY 14-32
S-135, D-170, 2S-175, 2D-300

AIRCRAFT ISOLATION AREA

ELEV 1260

140.1°

HOT 3

SRE MAINT

ELEV 1262

FUEL FARM

200.1°

AIR CARGO

37° 15′N

MISSOURI ANG

GENERAL AVIATION TERMINAL

8000 X 150

7003 X 150

VAR 1.7° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

HOT 2

STORAGE HANGARS

LAHSO

LAHSO

HOT 1

FIRE STATION

TWR 1361

ILS HOLD

320.1°

FIELD ELEV 1268

020.1°

TERMINAL

1404

ELEV 1264

AIRCRAFT ISOLATION AREA

37° 14′N

93° 24′W

93° 23′W

AIRPORT DIAGRAM

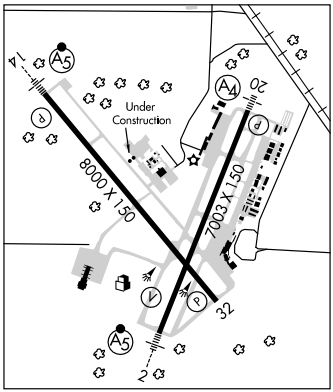
SPRINGFIELD, MISSOURI
SPRINGFIELD-BRANSON NATIONAL (SGF)

10210

NC-3, 26 AUG 2010 to 23 SEP 2010

SPRINGFIELD–BRANSON NATL (SGF) 5 NW UTC−6(−5DT) N37°14.74′ W93°23.32′ **KANSAS CITY**
1268 B S4 **FUEL** 100LL, JET A, OX 1, 2 TPA–See Remarks LRA **H–6I, L–16F**
ARFF Index—See Remarks NOTAM FILE SGF **IAP, AD**

RWY 14–32: H8000X150 (ASPH–CONC–GRVD)
S–135, D–170, 2S–175, 2D–300 HIRL
RWY 14: MALSR. PAPI(P4R)—GA 3.0° TCH 56′.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 02–20: H7003X150 (CONC–GRVD) S–135, D–170, 2S–175, 2D–300 HIRL
RWY 02: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 20: MALS. PAPI(P4L)—GA 3.0° TCH 47′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	02–20	6200
RWY 20	14–32	4550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–7003	TODA–7003	ASDA–6893	LDA–6893
RWY 14:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000
RWY 20:	TORA–7003	TODA–7003	ASDA–7003	LDA–7003
RWY 32:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000

AIRPORT REMARKS: Attended continuously. Self service fueling station avbl. Use caution for powered parachute activity invof Downtown Arpt (7 miles east northeast of SGF) at or blo 1,000′. Birds and wildlife on and invof arpt. Oxygen avbl Mon–Fri 1300–1600Z‡. Class I, ARFF Index B. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call SGF 417–869–1990. ARFF Index B provided 1100–0600Z‡; avbl on req 0600–1100Z‡. ARFF index C avbl on request. Rwy 14–32 is 5,400′ asph (PFC) and 2,600′ conc (GRVD). Rwy 02 touchdown rwy visual range avbl. TPA 2268 (1000) piston acft and 2768 (1500) for jet acft. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (417) 863–6158. **HIWAS** 116.9 SGF. LLWAS.
COMMUNICATIONS: ATIS 135.125 **UNICOM** 122.95
RCO 122.1R 116.9T (COLUMBIA RADIO) **RCO** 122.55 (COLUMBIA RADIO)
Ⓡ **APP/DEP CON** 124.95 (200°–019°) 121.1 (020°–199°)
TOWER 119.9 **GND CON** 121.9 **CLNC DEL** 123.675
AIRSPACE: CLASS C svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
(H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 198° 7.1 NM to fld. 1240/4E. **HIWAS.**
COOLE NDB (LOM) 404 SG N37°10.81′ W93°25.03′ 016° 4.2 NM to fld. Unmonitored.
ILS 109.9 I–SGF Rwy 02 Class IB LOM COOLE NDB.
ILS/DME 109.7 I–GWA Chan 34 Rwy 14. Class IE.

SPRING RIVER N37°29.22′ W94°18.61′ NOTAM FILE COU. **KANSAS CITY**
NDB (MHW) 356 LLU at Lamar Muni. **L–16F**

STEELE MUNI (M12) 2 NW UTC−6(−5DT) N36°05.74′ W89°51.57′ **ST LOUIS**
258 B NOTAM FILE STL **L–16H**
RWY 18–36: H3985X60 (ASPH) MIRL
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Parallel twy CLOSED. All twys CLOSED except main twy to ramp. Crop dusting acft on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 277° 26.8 NM to fld. 380/3E. **HIWAS.**

HI-TACAN RWY 20

VORTAC SGF 116.9 Chan 116	APCH CRS 196°	Rwy Idg 7003 TDZE 1262 Arpt Elev 1268

JAL-604 [USAF]

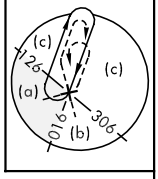
SPRINGFIELD-BRANSON NATIONAL (KSGF)

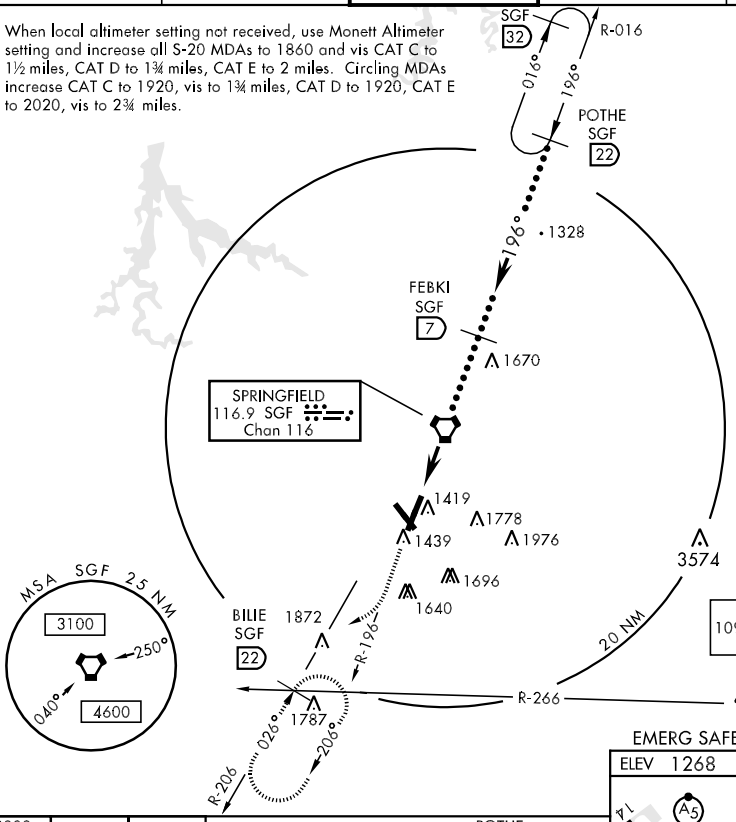
MALS A4

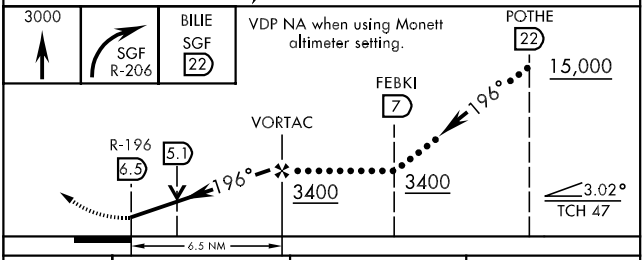
MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BILIE INT/SGF 22 DME and hold.

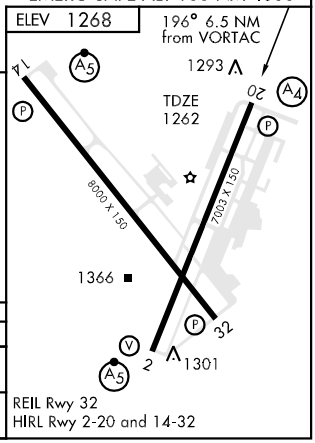
ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.









REIL Rwy 32
HIRL Rwy 2-20 and 14-32

CATEGORY	C	D	E
S-20 *	1760-1¼ 498 (500-1¼)	1760-1½ 498 (500-1½)	1760-1¾ 498 (500-1¾)
CIRCLING *	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-SGF	APP CRS	Rwy Idg	6893
109.9	019°	TDZE	1265
		Apt Elev	1268

ILS or LOC RWY 2

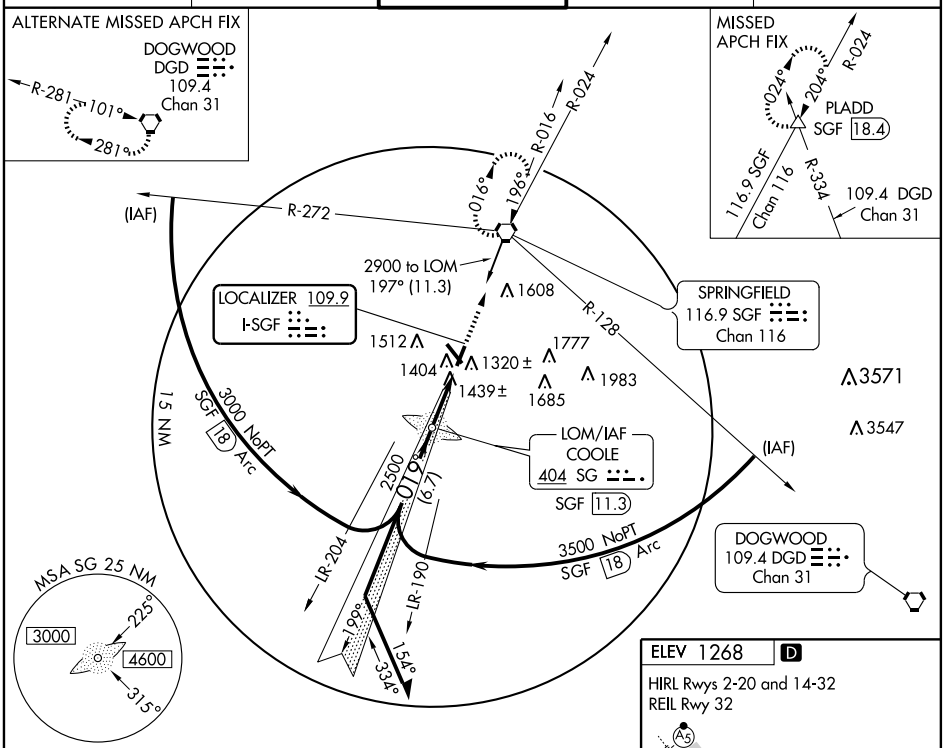
SPRINGFIELD-BRANSON NATIONAL (SGF)

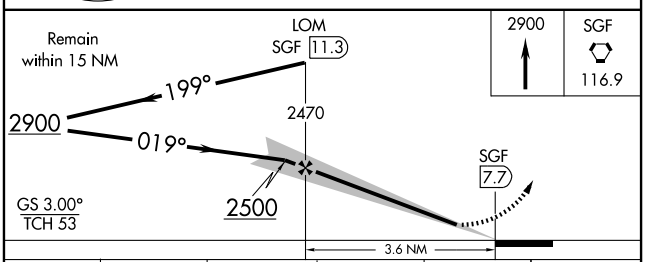
T For inoperative MALSR, increase S-ILS 2 Cat E visibility to ¾ and S-LOC 2 Cat E to 1½.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

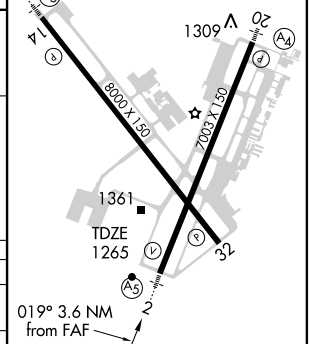
MALSR

MISSED APPROACH: Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D	E
S-ILS 2	* 1465/24 200 (200-½)				
S-LOC 2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1740-1 472 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-GWA	APP CRS	Rwy Idg	8000
109.7	139°	TDZE	1262
Chan 34		Apt Elev	1268

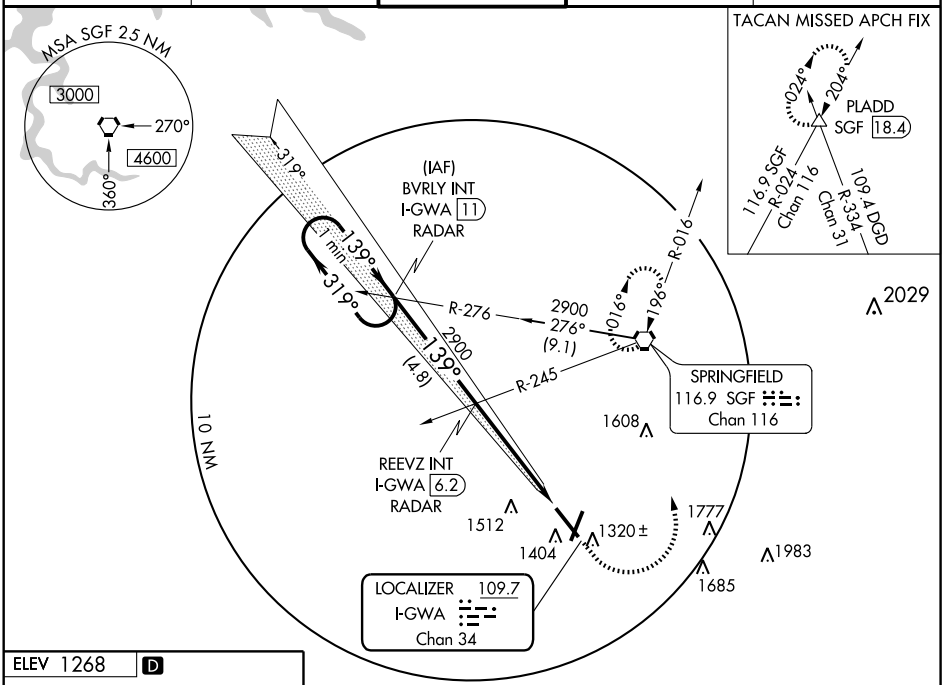
ILS or LOC RWY 14

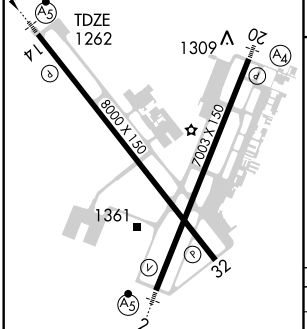
SPRINGFIELD-BRANSON NATIONAL (SGF)

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

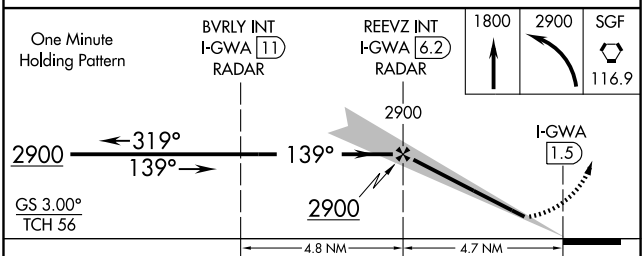




REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 14	1462-½ 200 (200-½)			
S-LOC 14	1620-½ 358 (400-½)			1620-¾ 358 (400-¾)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS		
CH 86214	019°	Rwy Idg	6893
W02A		TDZE	1265
		Apt Elev	1268

RNAV (GPS) RWY 2

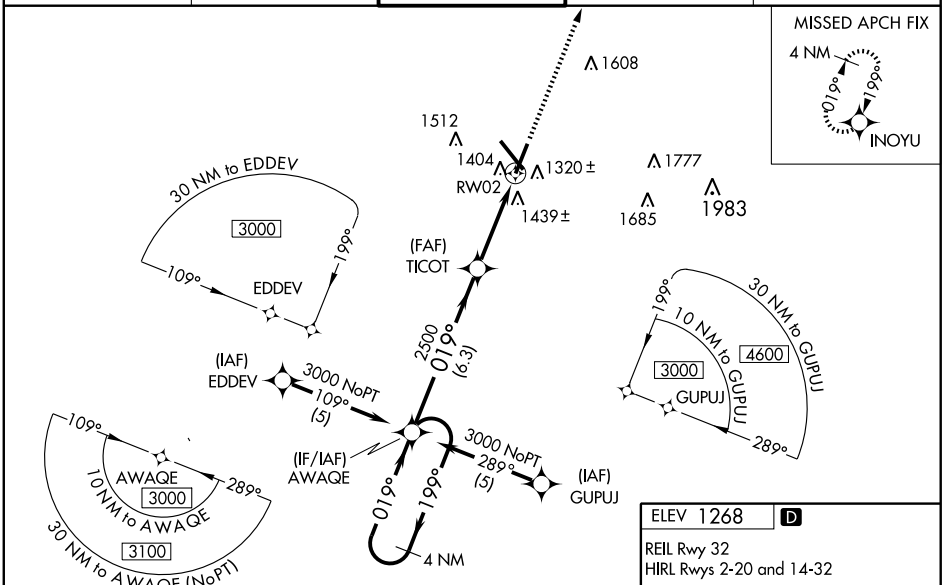
SPRINGFIELD-BRANSON NATIONAL (SGF)

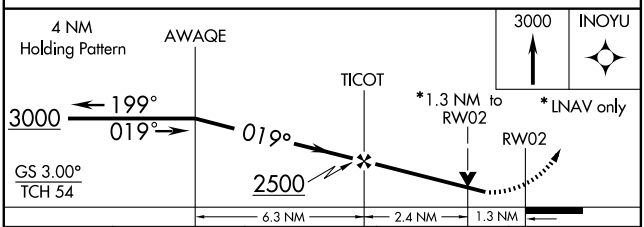
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR

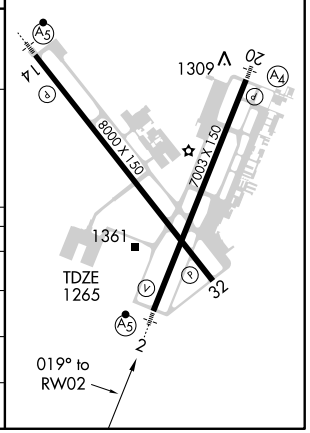
MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675





CATEGORY	A	B	C	D
LPV DA	1590/40 325 (400-¾)			
LNAV/VNAV DA	1754/60 489 (500-1¼)			
LNAV MDA	1720/40 455 (500-¾)			1720/50 455 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 14

SPRINGFIELD-BRANSON NATIONAL (SGF)

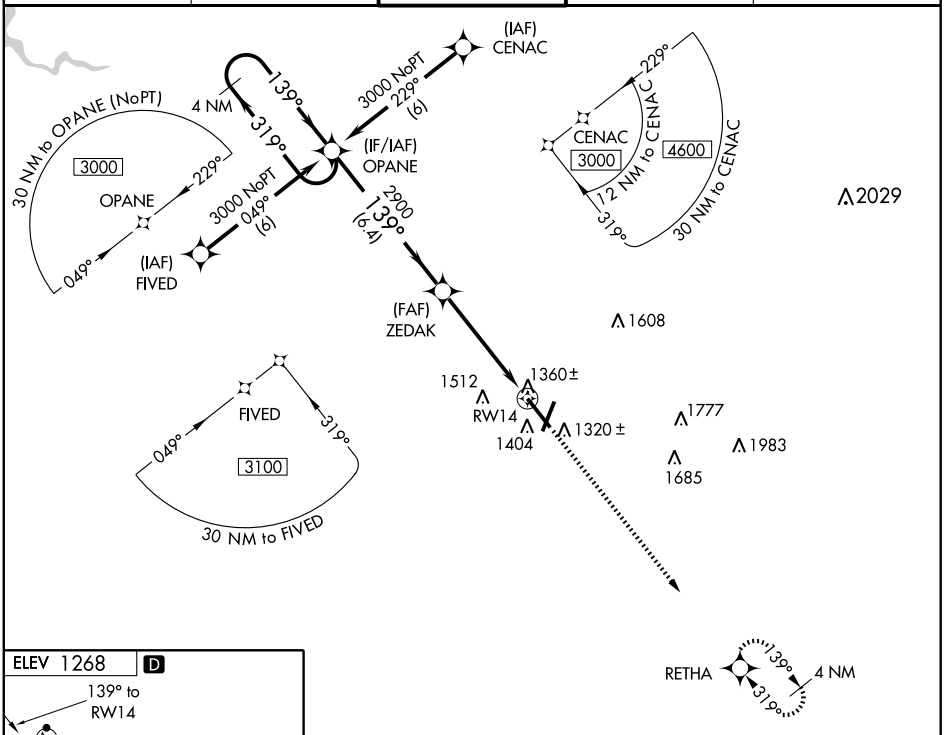
APP CRS	Rwy Idg	8000
139°	TDZE	1262
	Apt Elev	1268

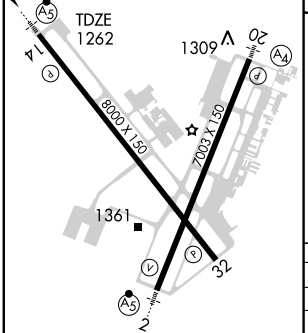
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

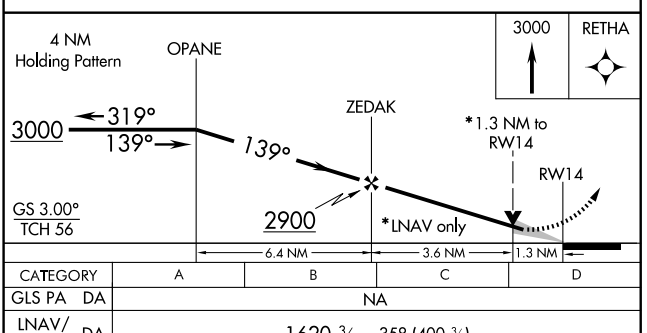
MALSR

MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1620-¾ 358 (400-¾)			
LNAV MDA	1720-½ 458 (500-½)		1720-¾ 458 (500-¾)	1720-1 458 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

REIL Rwy 32
HIRL Rwys 2-20 and 14-32

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7003
CH 65613	199°	TDZE	1262
W20A		Apt Elev	1268

RNAV (GPS) RWY 20

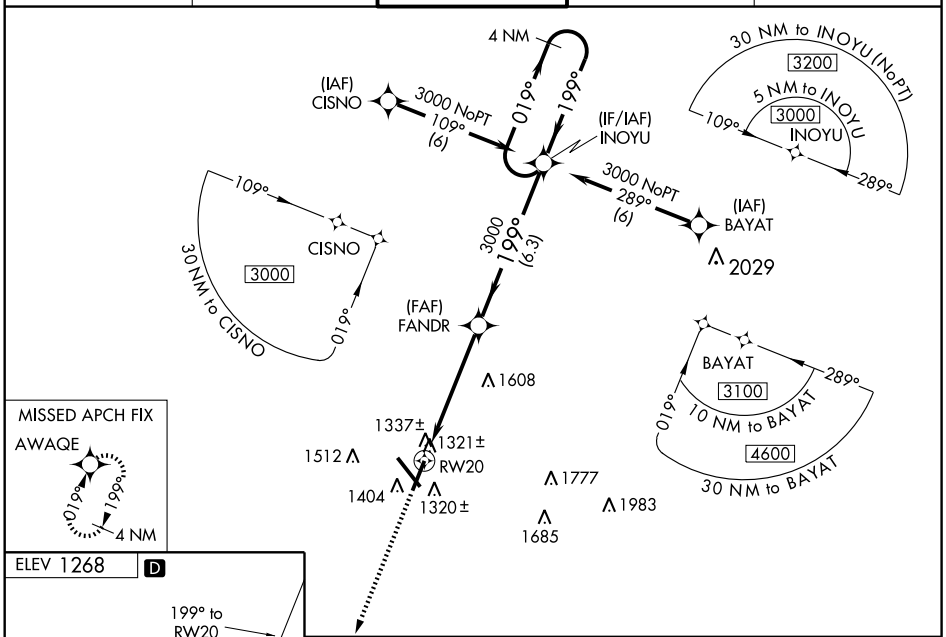
SPRINGFIELD-BRANSON NATIONAL (SGF)

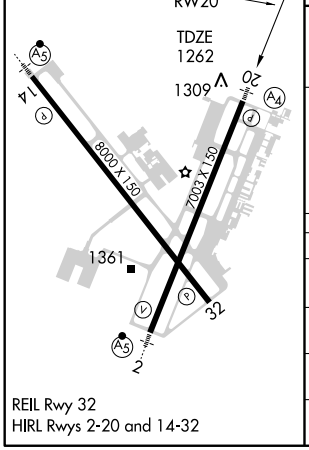
T DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.

MALS

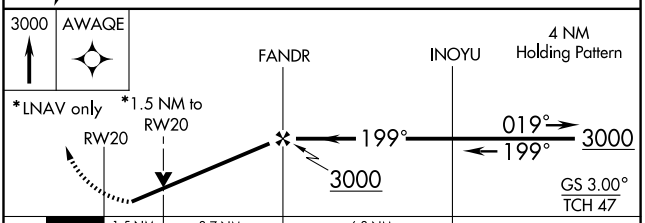
MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675





REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
LPV DA	1531-1 269 (300-1)			
LNAV/VNAV DA	1656-1½ 394 (400-1½)			
LNAV MDA	1780-¾ 518 (600-¾)		1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)
CIRCLING	1780-1 512 (600-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 32

SPRINGFIELD-BRANSON NATIONAL (SGF)

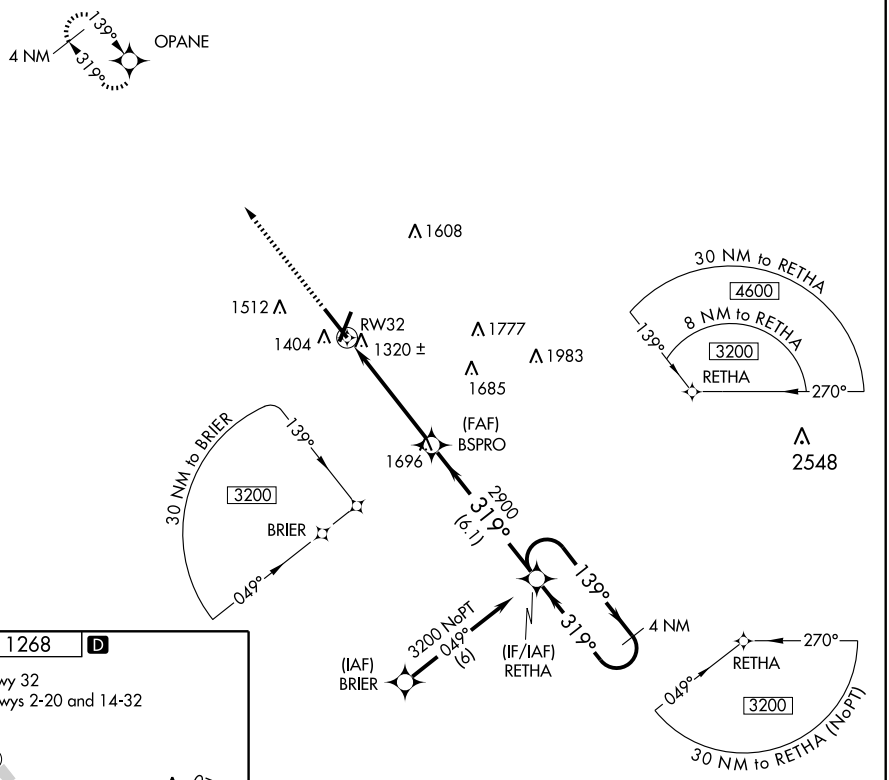
APP CRS	Rwy Idg	8000
319°	TDZE	1267
	Apt Elev	1268

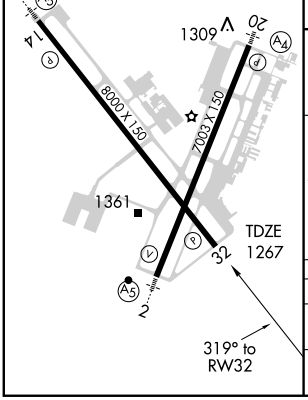
T
A NA

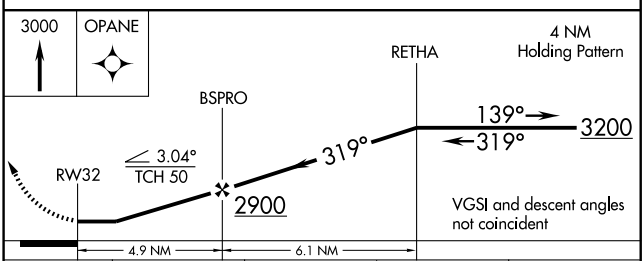
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D
LNAV MDA	1740-1	473 (500-1)	1740-1¼ 473 (500-1¼)	1740-1½ 473 (500-1½)
CIRCLING	1760-1	492 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC SGF 116.9 Chan 116	APP CRS 016°	Rwy Idg 6893 TDZE 1265 Apt Elev 1268

VOR/DME or TACAN RWY 2

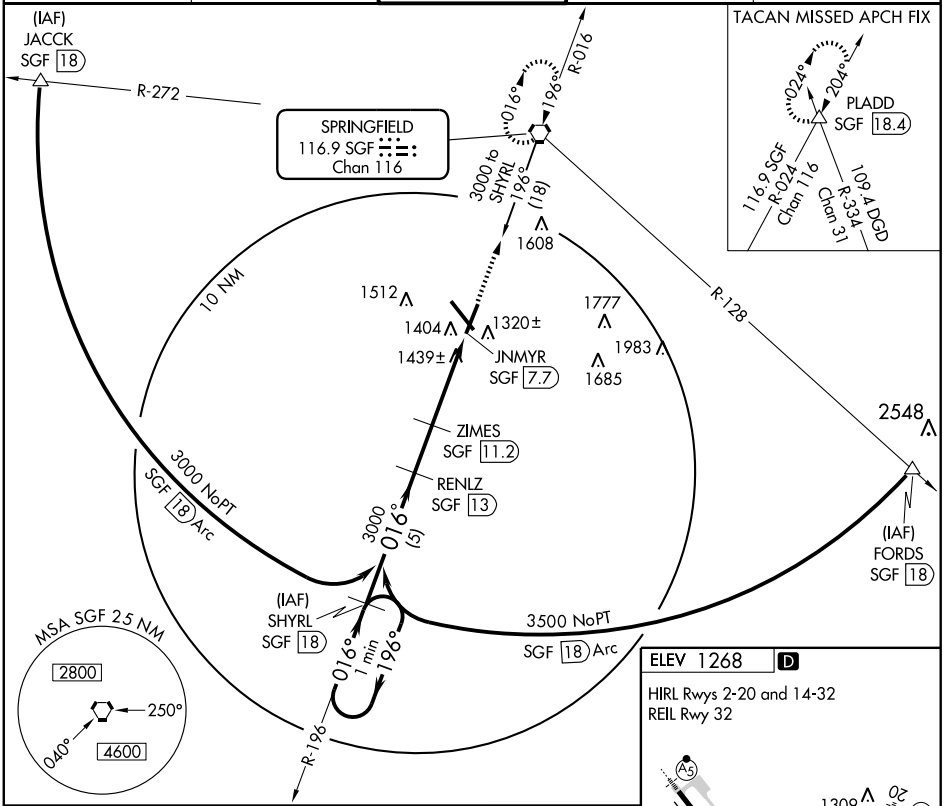
SPRINGFIELD-BRANSON NATIONAL (SGF)

For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



CATEGORY	A	B	C	D	E
S-2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC SGF 116.9 Chan 116	APP CRS 196°	Rwy Idg 7003 TDZE 1262 Apt Elev 1268

VOR or TACAN RWY 20

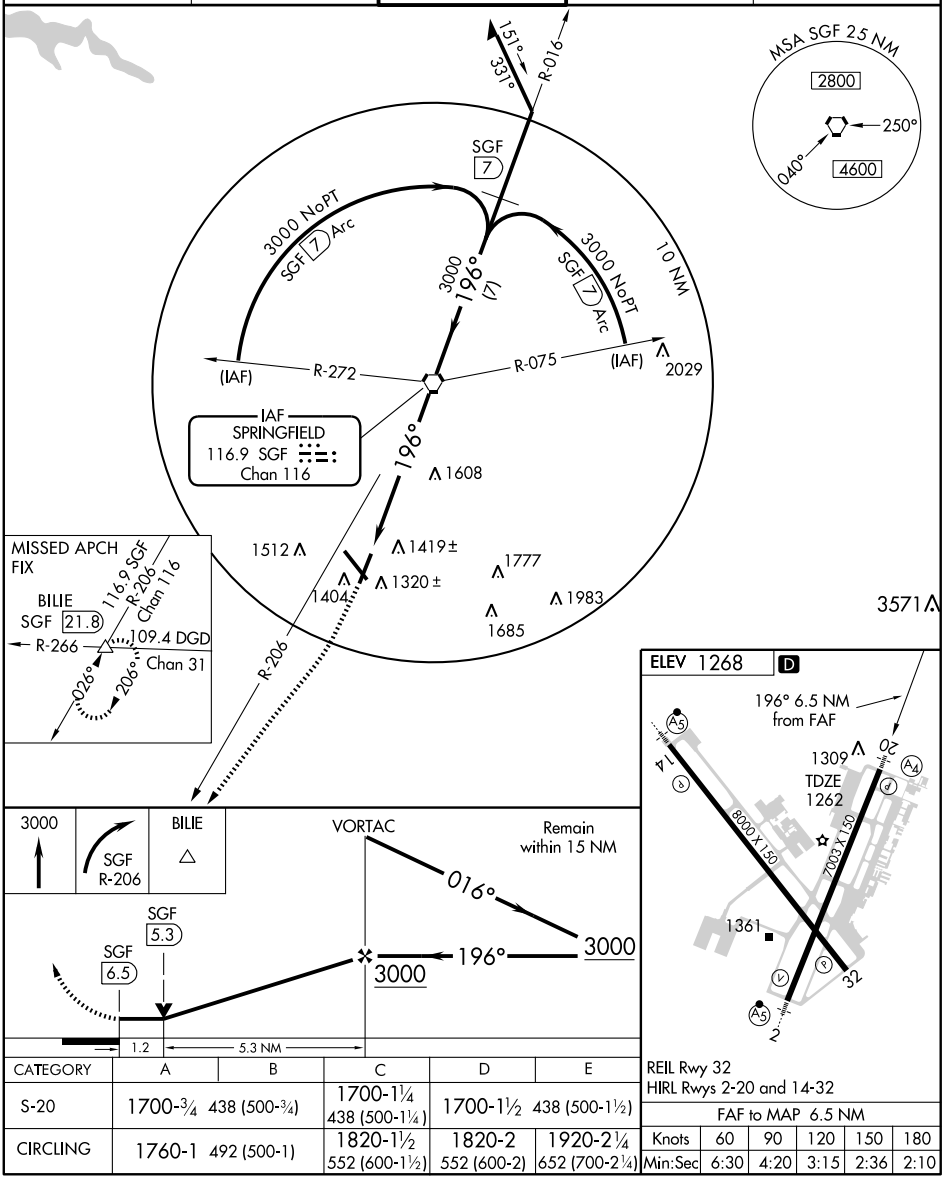
SPRINGFIELD-BRANSON NATIONAL (SGF)

T A Inoperative table does not apply to Cat C.

MALS

MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BILIE INT/SGF 21.8 DME and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



CATEGORY	A	B	C	D	E
S-20	1700-¾ 438 (500-¾)		1700-1¼ 438 (500-1¼)	1700-1½ 438 (500-1½)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ROLLA/VICHY

ROLLA NATIONAL (VIH) 11 N UTC−6(−5DT) N38°07.65′ W91°46.17′

KANSAS CITY
H–5D, L–16G
IAP

1148 B S2 **FUEL** 100LL, JET A NOTAM FILE COU

RWY 04–22: H5500X100 (ASPH) S–75, D–85, 2S–108, 2D–130 HIRL (NSTD) 0.5% up SW

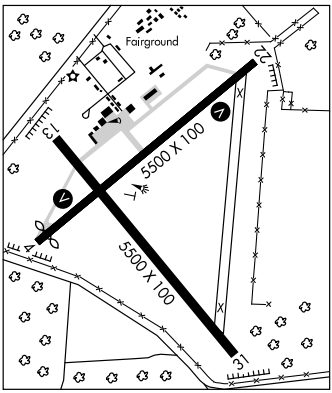
RWY 04: VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 213′. Road.

RWY 22: VASI(V4L)—GA 3.0° TCH 52′. Tree.

RWY 13–31: H5500X100 (ASPH) S–48, D–62, 2D–92 MIRL

RWY 13: Road.

RWY 31: Trees.



AIRPORT REMARKS: Attended 1300Z‡–dusk. 97′ twr located 1800′ NNE of Rwy 13 thld. Radio controlled model airplanes invof arpt. Wildlife on and invof arpt. CLSD Rwy 18–36 not to be used as twy. Helipad parking on SE corner of apron. Airframe and power plant repairs emergency only. Rwy 04–22 NSTD HIRL, lgts are 34′ from pavement edge. ACTIVATE HIRL Rwy 04–22 MIRL Rwy 13–31, VASI Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (573) 299–4419.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 128.35

AIRSPACE: CLASS E svc 1200–0400Z‡.

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 236° 3.4 NM to fld. 1110/6E.

ROOSTERVILLE (See LIBERTY)

ROSECRANS MEM (See ST JOSEPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC−6(−5DT) N38°50.92′ W90°30.01′

ST LOUIS
L–27B, A
IAP

442 B S4 **FUEL** 100LL TPA–1092(650) NOTAM FILE STL

RWY 09–27: H3451X50 (ASPH) S–8 LIRL (NSTD)

RWY 09: VASI(V4L)—GA 3.0° TCH 40′. Brush.

RWY 27: PAPI(P4R)—GA 3.0° TCH 39′. P-line. Rgt tfc.

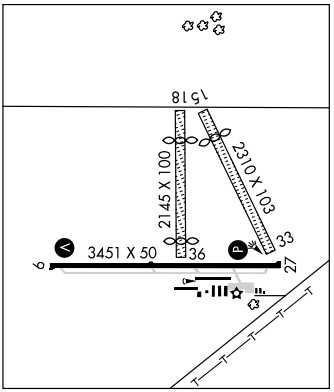
RWY 15–33: 2310X103 (TURF)

RWY 15: Thld dsplcd 400′. Road. **RWY 33:** P-line.

RWY 18–36: 2145X100 (TURF)

RWY 18: Thld dsplcd 400′. Road.

RWY 36: Thld dsplcd 200′. Bldg.



AIRPORT REMARKS: Attended Apr–Oct 1400–0400Z‡, Nov–Mar 1400–0200Z‡. Rwy 09–27 rough rwy surface. Transverse asphalt ridges over majority of rwy. Rwy 09–27 cracks, rocks and asphalt breaking up, length of rwy. Rwy 15–33 rolling rough and uneven. Rwy 18–36 various areas are rolling and rough. Crops located 60′ fm rwy thlds and 120′ fm centerline first 1,800′ of Rwy 09 are within rwy object free area and primary and transitional surfaces. NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09–27 located 70–75′ fm rwy. Rwy 15–33 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Rwy 18–36 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy 09–27 NSTD LIRL, 4 thld lgts Rwy 09. All thld lgt lens nstd color. Thld lgts and rwy edge lgts placed 45–50′ from pavement edge. Rwy edge lgts white last 1700′ of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ST LOUIS APP/DEP CON** 124.2 **CLNC DEL** 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 228° 1.1 NM to fld. 450/1E.

HIWAS.

VORTAC STL 117.4 Chan 121	APP CRS 060°	Rwy Idg 3451 TDZE 442 Apt Elev 442

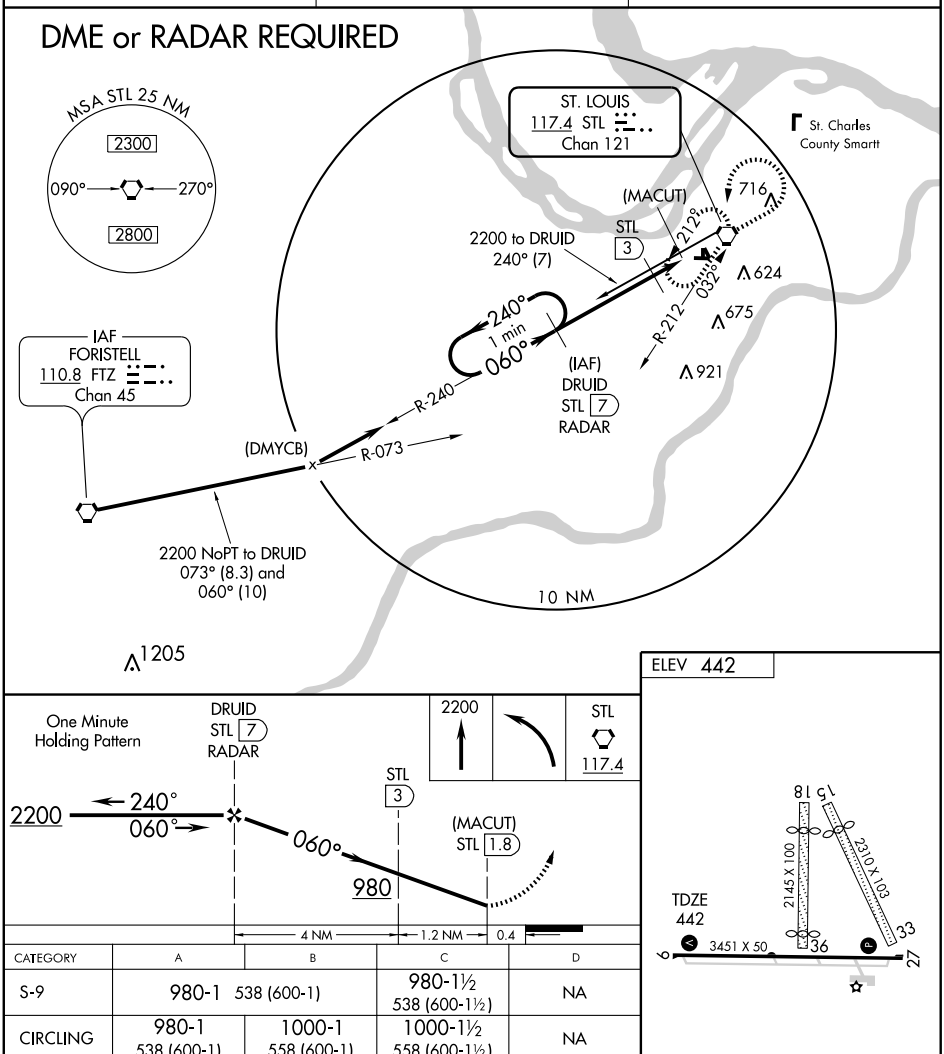
VOR or GPS RWY 9
ST. CHARLES (3SQ)

NA — Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

ST. LOUIS APP CON	CLNC DEL	UNICOM
124.2 353.9	120.15	123.0 (CTAF) L

DME or RADAR REQUIRED

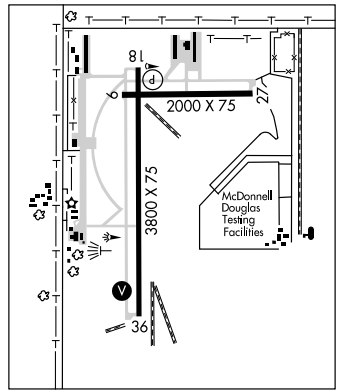


CATEGORY	A	B	C	D
S-9	980-1 538 (600-1)		980-1½ 538 (600-1½)	NA
CIRCLING	980-1 538 (600-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA
DME MINIMUMS				
S-9	860-1 418 (500-1)		860-1¼ 418 (500-1¼)	NA
CIRCLING	900-1 458 (500-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA

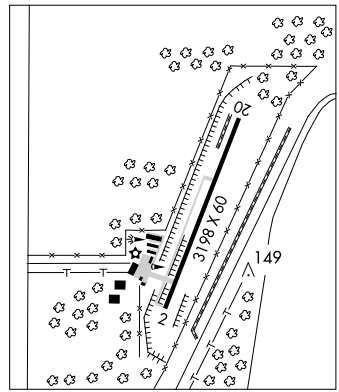
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ST CHARLES CO SMARTT (SET) 9 NE UTC−6(−5DT) N38°55.78′ W90°25.80′ **ST LOUIS**
437 B S4 **FUEL** 100LL NOTAM FILE SET **L–27B, A**
RWY 18–36: H3800X75 (ASPH) S–12.5 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Road.
RWY 36: VASI(V4L)—GA 3.0° TCH 41′.
RWY 09–27: H2000X75 (ASPH) S–12.5 MIRL
RWY 09: P-line.
AIRPORT REMARKS: Attended Apr–Oct 1400Z‡–dusk, Nov–Mar 1400–2300Z‡. NSTD rwy safety area terrain grades byd the ends of Rwy 09 and Rwy 27. Moderate student training. ACTIVATE VASI Rwy 36—CTAF. PAPI Rwy 18 operates continuously.
WEATHER DATA SOURCES: ASOS 118.075 (636) 250–4590.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ST LOUIS APP/DEP CON** 124.2
CLNC DEL 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 030° 4.8 NM to fld. 450/1E.
HIWAS.



ST CLAIR RGNL (K39) 2 N UTC−6(−5DT) N38°22.54′ W90°58.33′ **ST LOUIS**
656 B NOTAM FILE STL **L–27B, A**
RWY 02–20: H3198X60 (ASPH) S–4 LIRL
RWY 02: REIL. Trees. **RWY 20:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Helicopter ops on and invof arpt. Ultralights on and invof arpt. Rwy 02 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 175° 19.1 NM to fld. 818/5E.



ST JOSEPH N39°57.64′ W94°55.51′ NOTAM FILE STJ. **KANSAS CITY**
(H) VORTAC 115.5 STJ Chan 102 168° 11.3 NM to Rosecrans Mem. 1160/8E. **H–5C, L–10J**
RCO 122.3 122.1R 115.5T (COLUMBIA RADIO)

APP CRS	Rwy Idg	3800
180°	TDZE	436
	Apt Elev	436

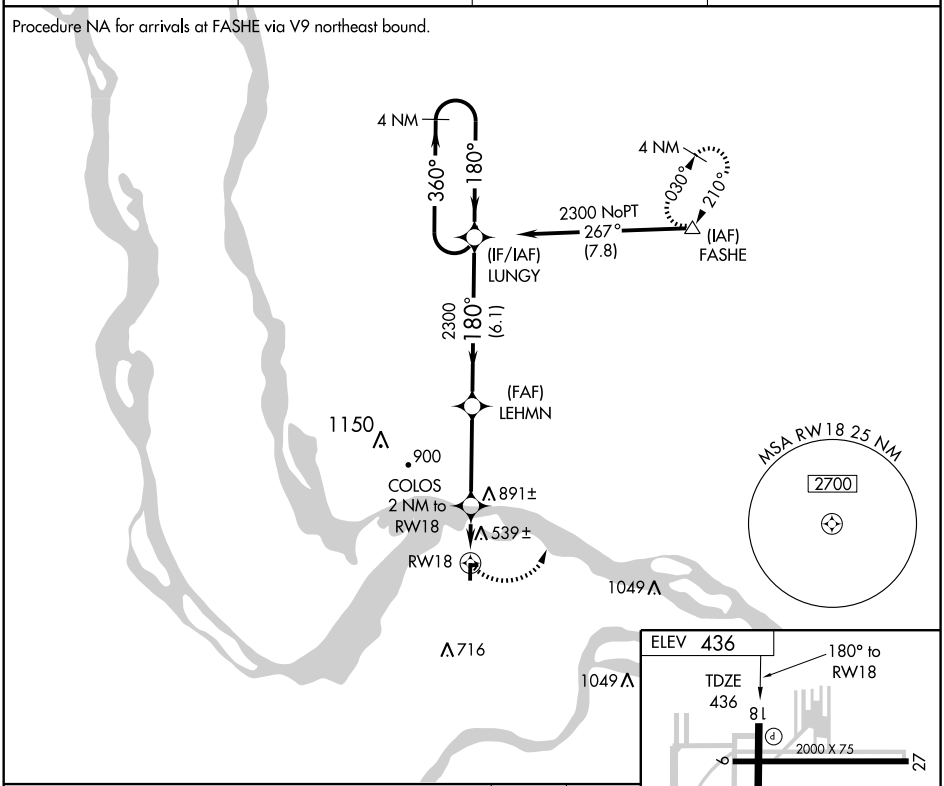
RNAV (GPS) RWY 18
ST. CHARLES COUNTY SMARTT (SET)

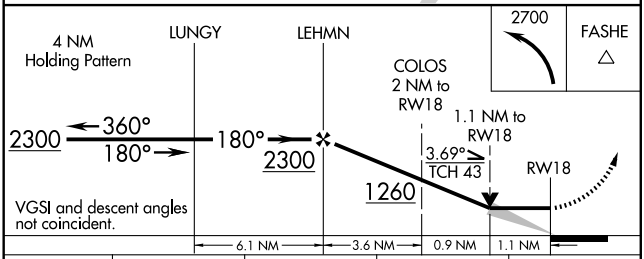
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
VDP NA with Lambert-St Louis Intl altimeter setting.

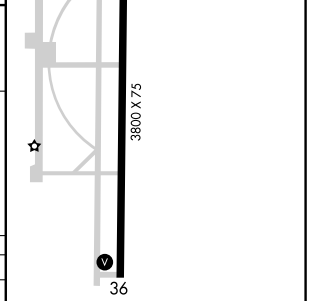
MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.

ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF) L

Procedure NA for arrivals at FASHE via V9 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	840-1 404 (500-1)		840-1¼ 404 (500-1¼)	NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

REIL Rwy 18
MIRL Rwys 9-27 and 18-36

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC STL 117.4 Chan 121	APP CRS 208°	Rwy Idg 3800 TDZE 436 Apt Elev 436

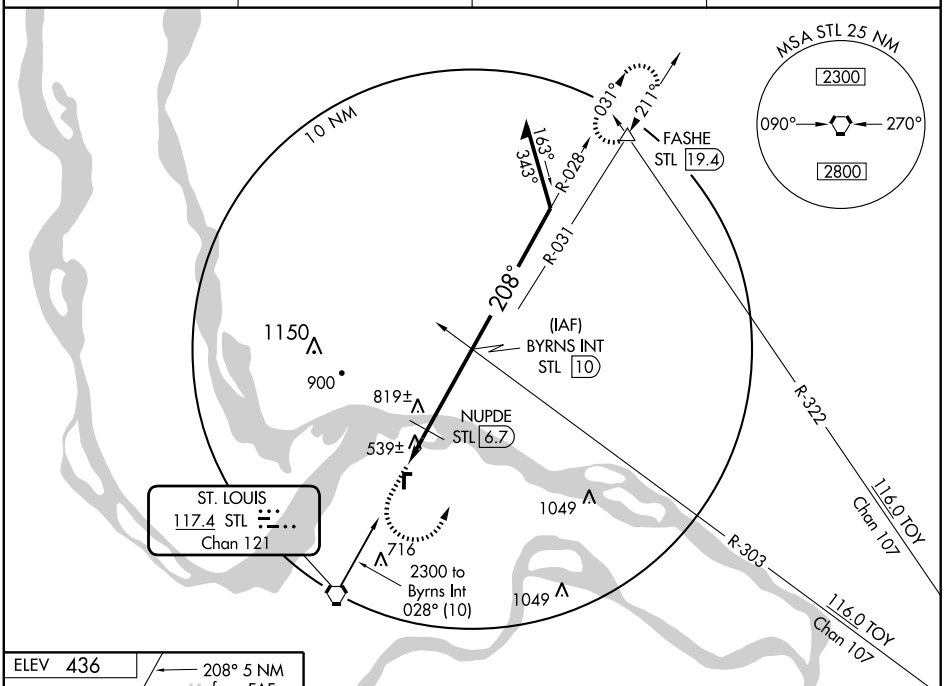
VOR RWY 18

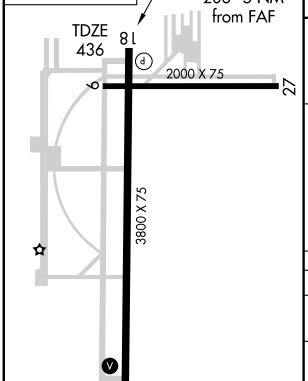
ST. CHARLES COUNTY SMARTT (SET)

If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
Straight-in minimums NA with Lambert-St. Louis altimeter setting.

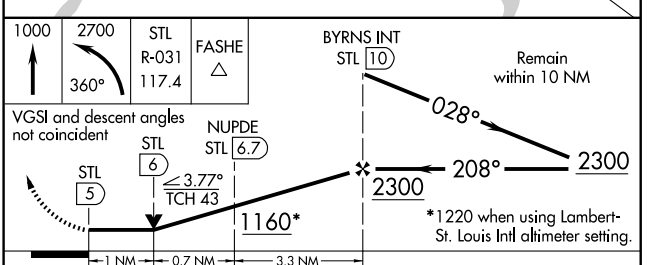
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360°and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF)





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-18	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
CIRCLING	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
NUPDE FIX MINIMUMS				
S-18	800-1 364 (400-1)			NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

AIRPORT DIAGRAM

AL-359 (FAA)

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI

ATIS
125.05
ST. JOSEPH TOWER ★
126.9 239.0
GND CON
121.9

RWY 13-31
S-75, D-110, 2S-140, 2D-180, 2D/2D2-180
RWY 17-35
S-75, D-130, 2S-175, 2D-220, 2D/2D2-220

FIELD ELEV 826

17

177.3°

VAR 2.7° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

39°47'N

A

C

ELEV 810

13

133.0°

8059 X 150

HOT 3

HOT 1

FBO

GENERAL AVIATION PARKING

TWR 892

TERMINAL

B

B

B

4797 X 75

MO ANG RAMP ONLY

MISSOURI ANG

FIRE STATION

39°46'N

MISSOURI ANG

ELEV 811

313.0°

31

357.3°

A

94°55'W

35 ELEV 812

HOT 2

94°54'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 26 AUG 2010 to 23 SEP 2010

ST JOSEPH

ROSECRANS MEM (STJ) 3 NW UTC−6(−5DT) N39°46.32′ W94°54.58′

KANSAS CITY
H–5C, L–10J
IAP, AD

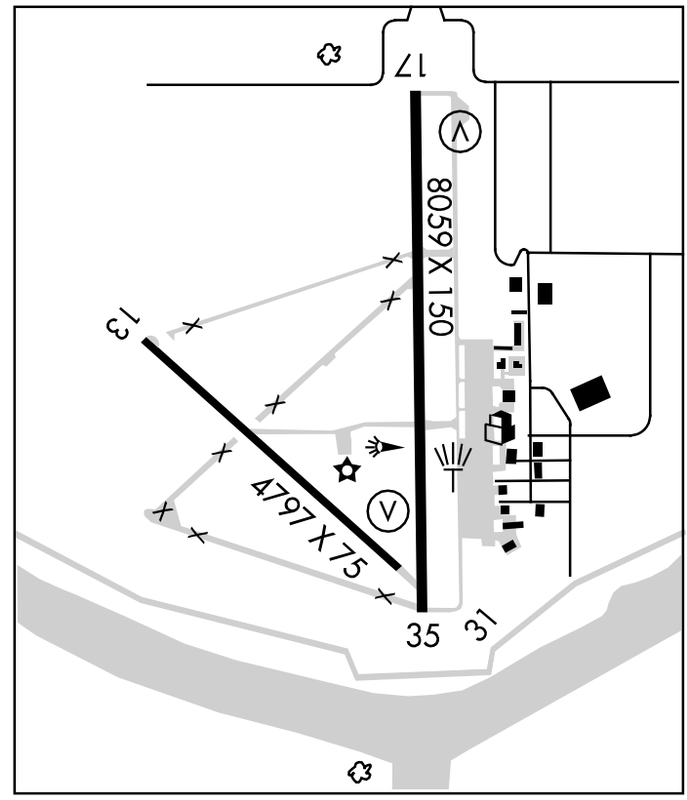
826 B S4 **FUEL** 100LL, JET A OX 3,4 Class IV, ARFF Index A NOTAM FILE STJ

RWY 17–35: H8059X150 (CONC–GRVD) S–75, D–130, 2S–175, 2D–220, 2D/2D2–220 HIRL

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 56′.

RWY 35: REIL. VASI(V4L)—GA 2.8° TCH 64′.

RWY 13–31: H4797X75 (ASPH–CONC) S–75, D–110, 2S–140, 2D–180, 2D/2D2–180



AIRPORT REMARKS: Attended 1300–0100Z‡. Rwy 13–31 open SR–SS. For svcs after hrs call number posted at FBO entrance. ARFF available by Air National Guard. Arpt CLOSED to acft over 350,000 lbs exception prior permission. CLOSED to air carrier ops over 30 passenger seats except 48 hrs PPR, call arpt manager 816–271–4886. High migratory bird activity Oct–Mar on and invof arpt. ROSECRANS MEM (STJ) is surrounded by lakes and the Missouri River. Bird watch condition phase II Mar–Apr and Oct–Nov. Moderate small bird activity possible during early morning daylight hours from May thru Sep. Intensive Air National Guard tactical training within arpt tfc area. For advisory and position information, call St Joseph Twr or monitor twr frequency when clsd. Rwy 13–31 and Twy B west to Rwy 31 open to general aviation acft VFR conditions and dalgt hrs only. All C5/C17 acft must use Twy B to the guard ramp. This request will require back taxi of these acft on the active rwy. Rwy 17–35 center 130′ grooved. Rwy 35 touchdown runway visual range avbl. HIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (816) 233–0666. LAWRS.

COMMUNICATIONS: CTAF 126.9 **ATIS** 125.05 **UNICOM** 122.95

Ⓡ **ST JOSEPH APP/DEP CON** 120.35 (Mon–Sat 1400–0000Z‡, Sun 1800–0000Z‡)

Ⓡ **KANSAS CITY APP/DEP CON** 124.7 (Mon–Sat 0000–1400Z‡, Sun 0000–1800Z‡)

ST JOSEPH TOWER 126.9 (1400–0000Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc (1400–0000Z‡) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 168° 11.3 NM to fld. 1160/8E.

AMAZON NDB (MHW) 233 AZN N39°53.04′ W94°54.49′ 175° 6.7 NM to fld.

TARIO NDB (LOM) 260 ST N39°40.55′ W94°54.42′ 355° 5.8 NM to fld.

ILS 110.3 I–STJ Rwy 35. Class IE. LOM TARIO NDB. ILS unmonitored when twr clsd.

ASR

COMM/NAV/WEATHER REMARKS: Frequency 121.9 remoted to Kansas City App Con when twr clsd.

ST LOUIS N38°51.64′ W90°28.94′ NOTAM FILE STL.

ST LOUIS
H–5D, L–27B, A

(H) VORTACW 117.4 STL Chan 121 141° 8.5 NM to Lambert–St. Louis Intl. 450/1E. **HIWAS.**

RCO 122.45 (ST LOUIS RADIO)

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ST-780 (FAA)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

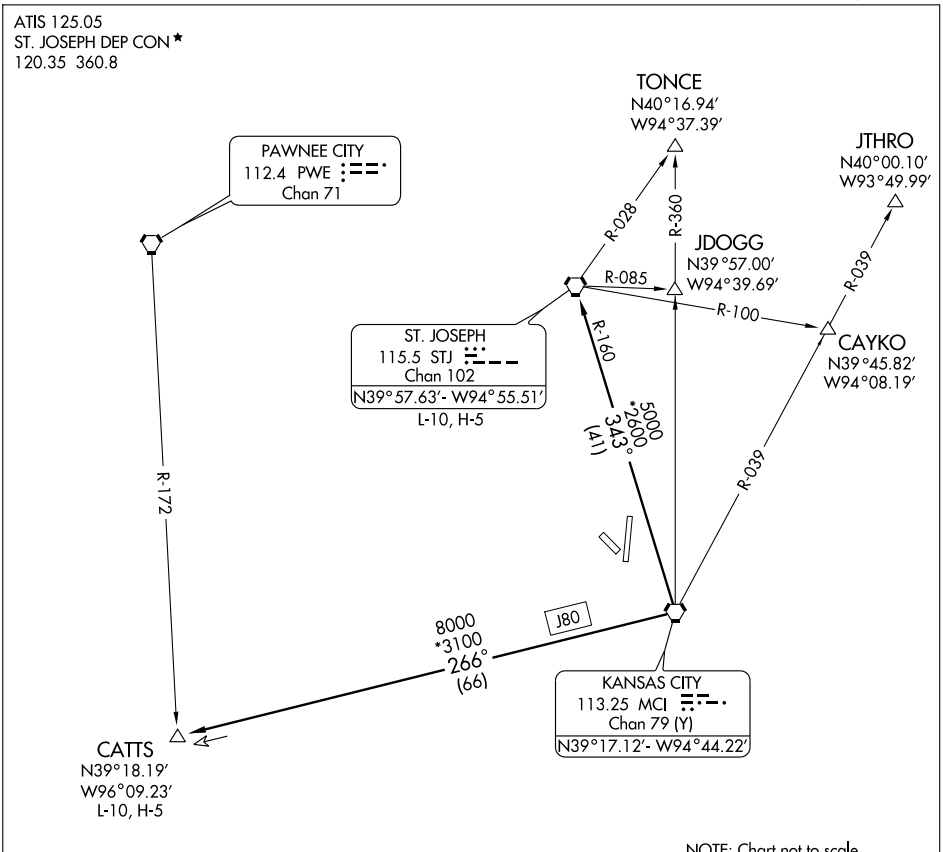
Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	356°	TDZE	814
		Apt Elev	826

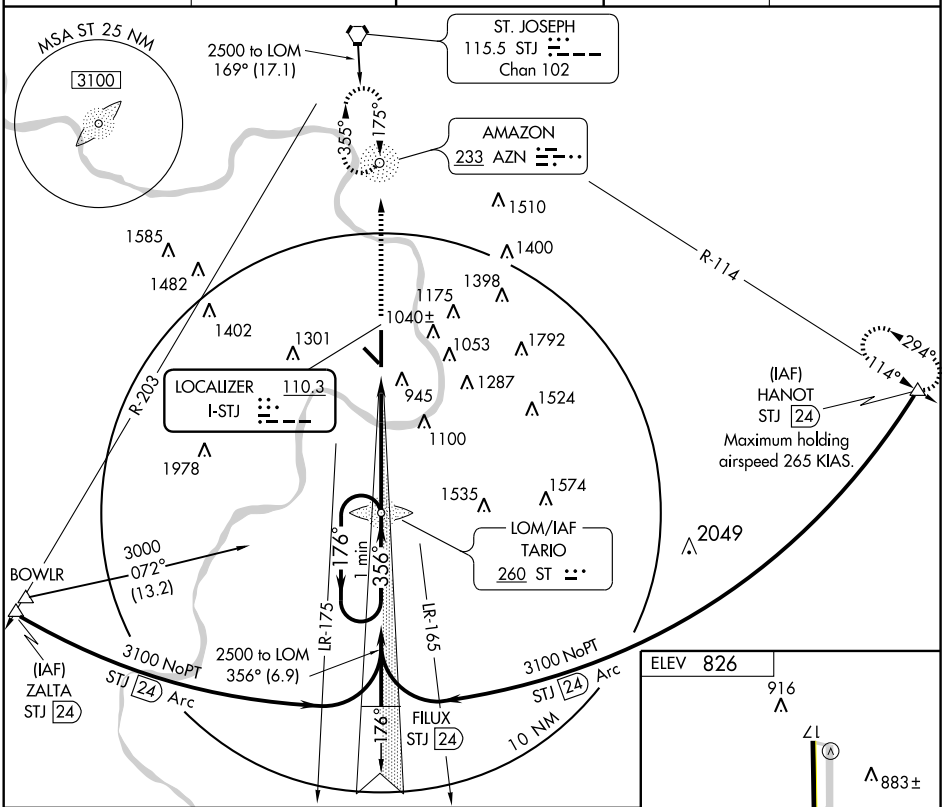
ILS or LOC RWY 35

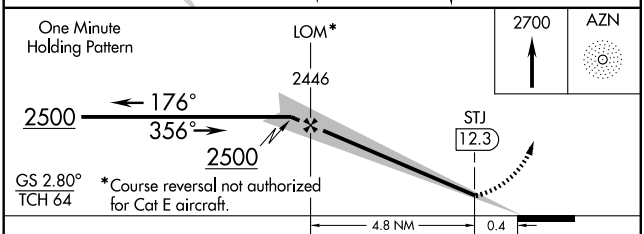
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

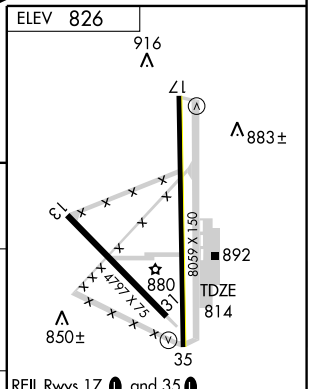
ASR/PAR — ADF or TACAN Required.

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold. (TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







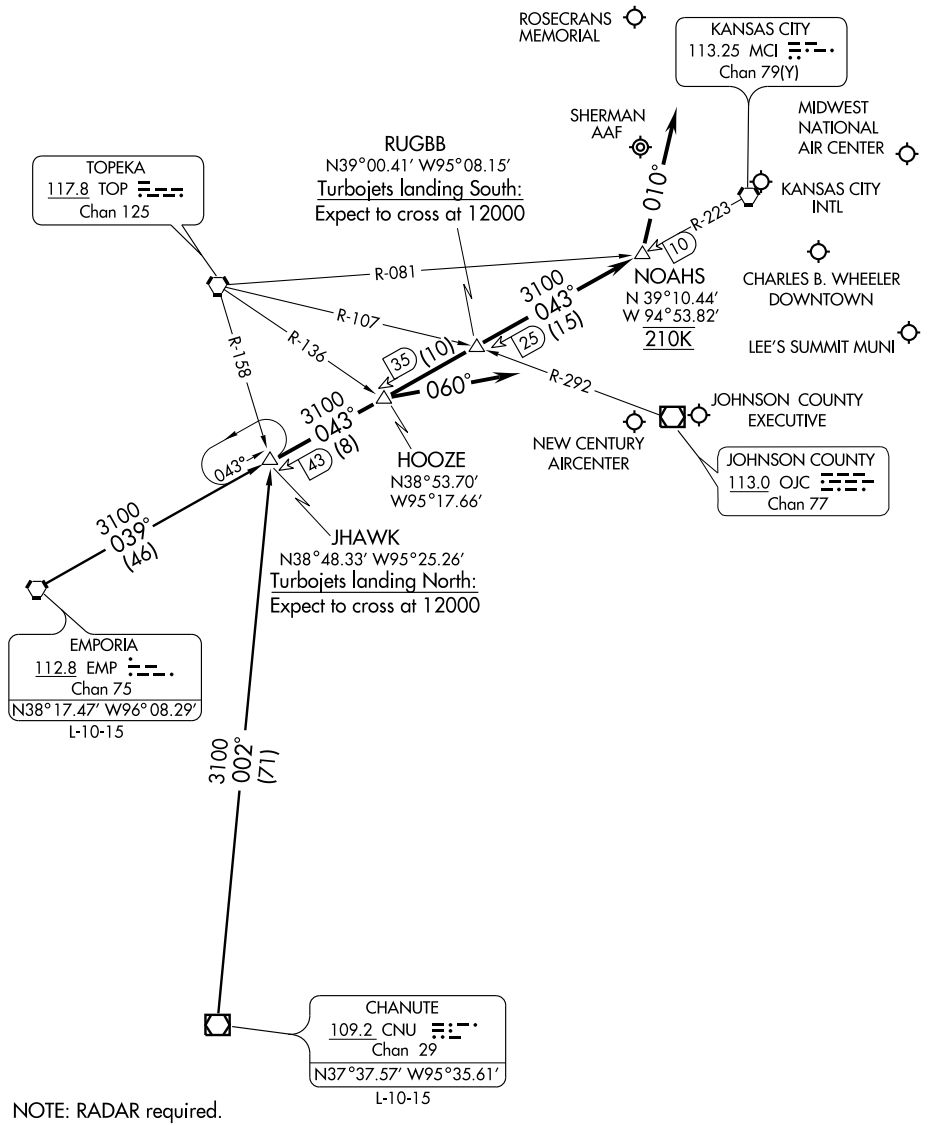
CATEGORY	A	B	C	D	E
S-ILS 35	1014/40 200 (200-¾)				
S-LOC 35	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

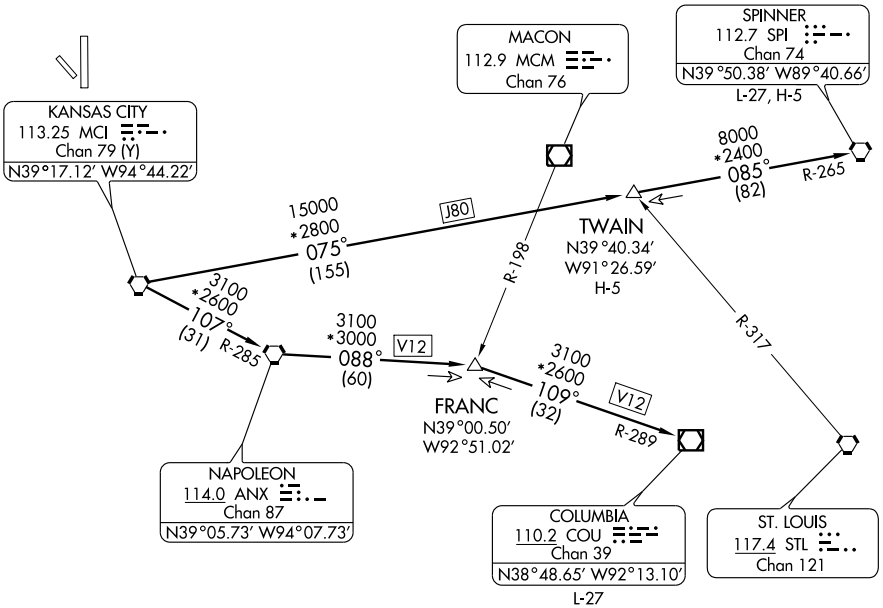
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



TAKE-OFF MINIMUMS

Rwy 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum climb of 325' per NM to 1300'.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394' from DER, 655' left of centerline, 100' AGL/919' MSL.
Rwy 17: Trees beginning 2691' from DER, across courseline, up to 109' AGL/928' MSL.
Rwy 31: Trees beginning 1.18 NM from DER, 986' left of centerline, up to 100' AGL/1139' MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	176°	TDZE	826
		Apt Elev	826

LOC BC RWY 17

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

ASR/PAR

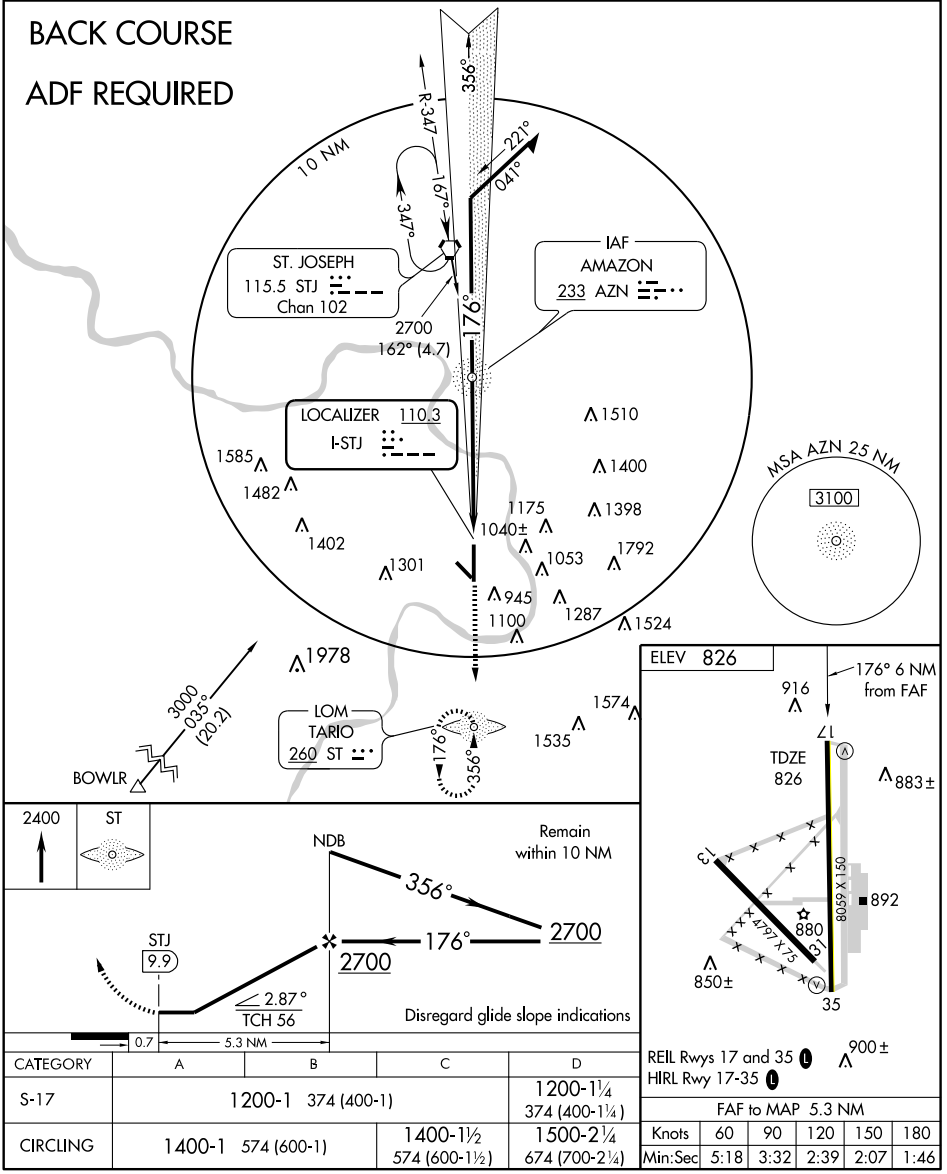
MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95

NC-3, 26 AUG 2010 to 23 SEP 2010

BACK COURSE

ADF REQUIRED

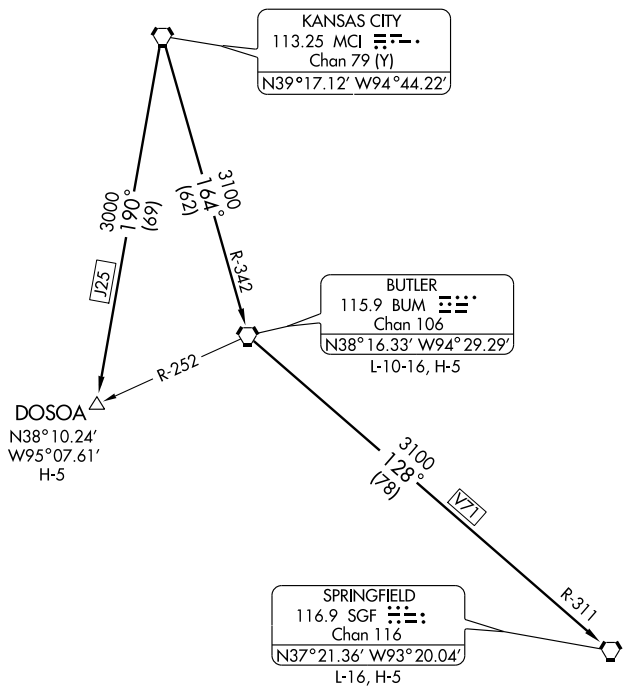


CATEGORY	A	B	C	D
S-17	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	8059
176°	TDZE	826
	Apt Elev	826

RNAV (GPS) RWY 17

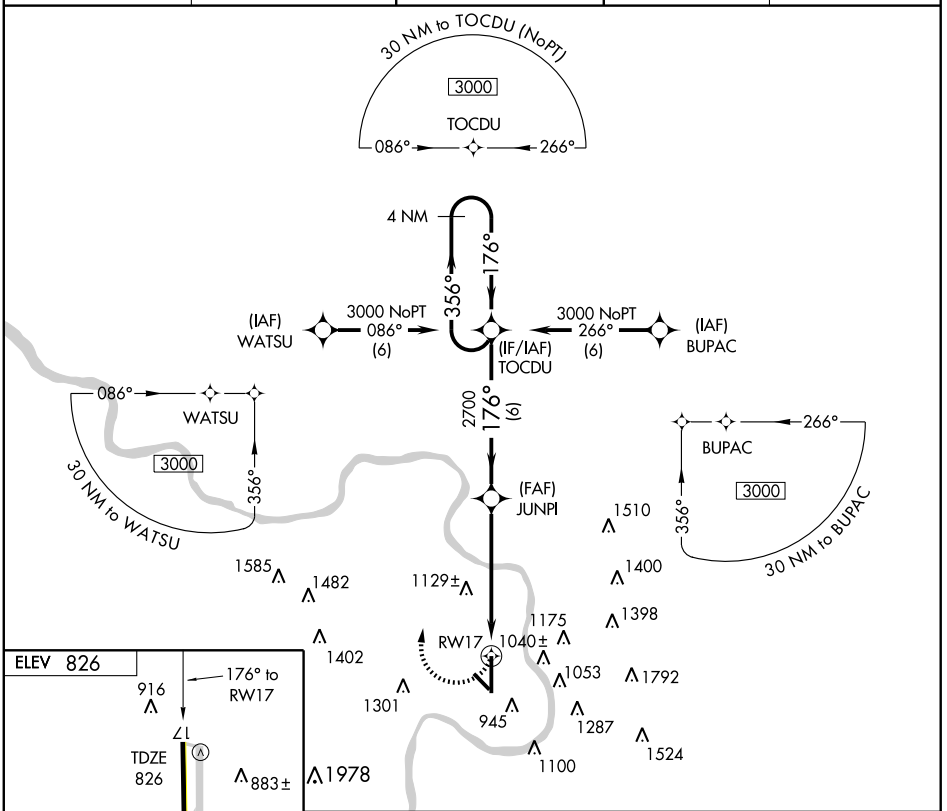
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

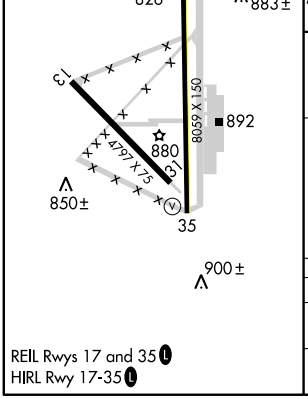
NA
ASR/PAR

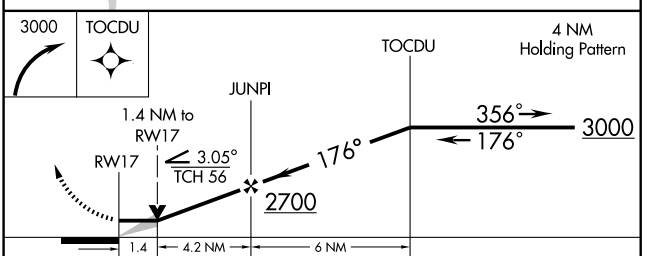
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D	E
LNAV MDA	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 35

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

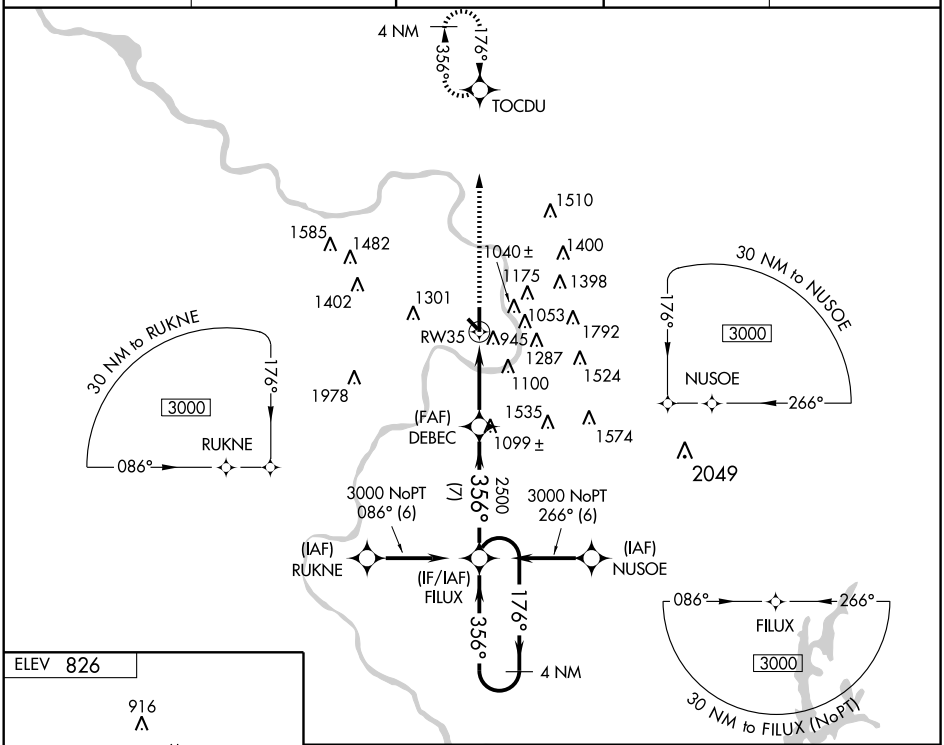
APP CRS	Rwy Idg	8059
356°	TDZE	814
	Apt Elev	826

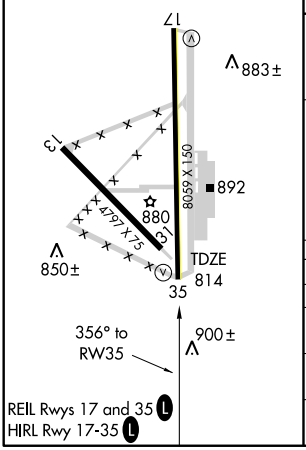
T
NA
ASR/PAR

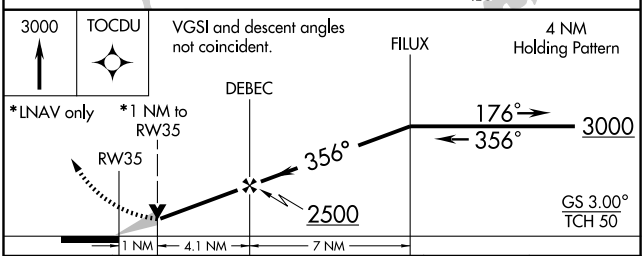
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3° F).

MISSED APPROACH: Climb to 3000 direct TOCDU WP and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







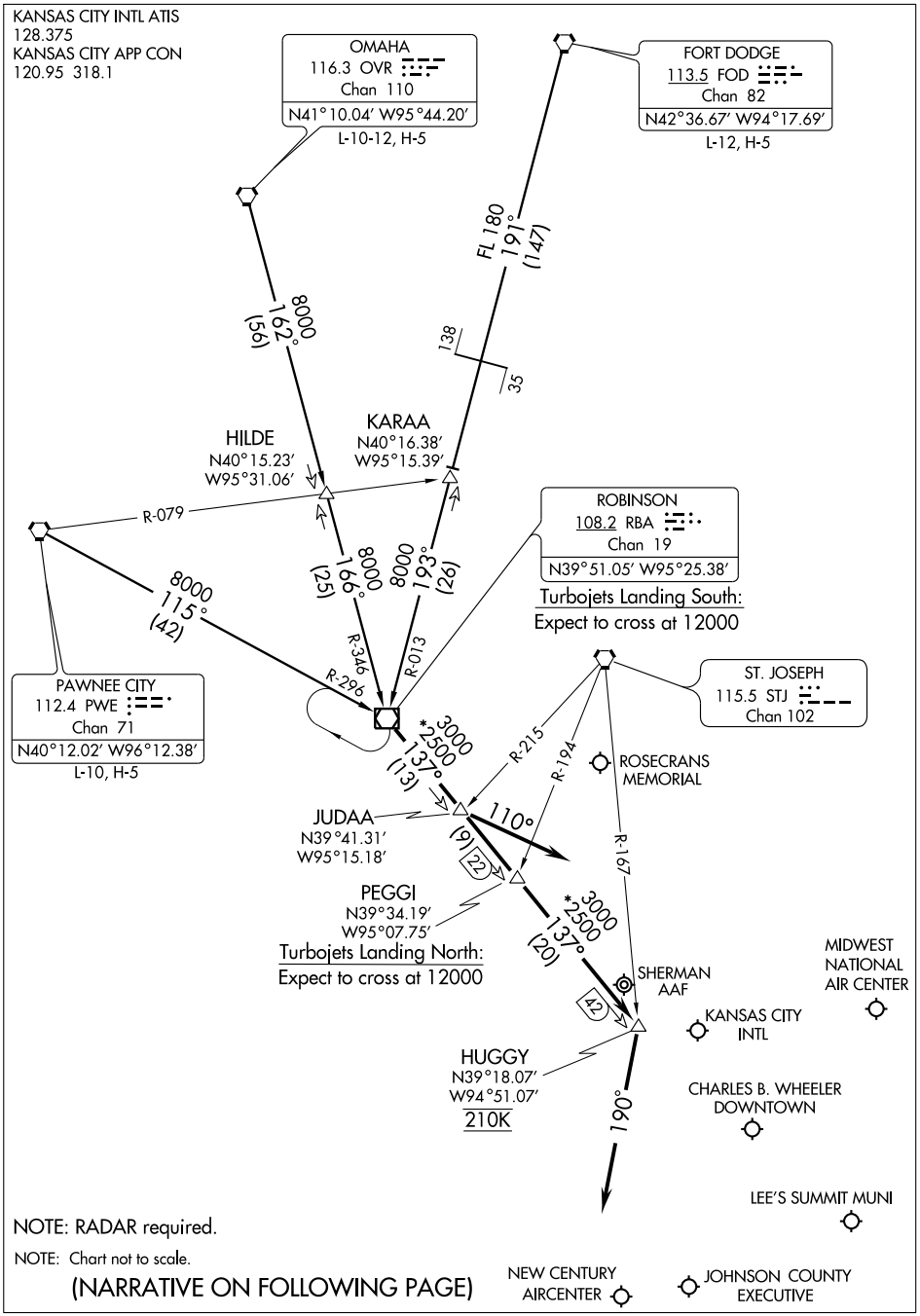
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1240-1½ 426 (500-1½)				
LNAV MDA	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1½ 574 (600-1½)			1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

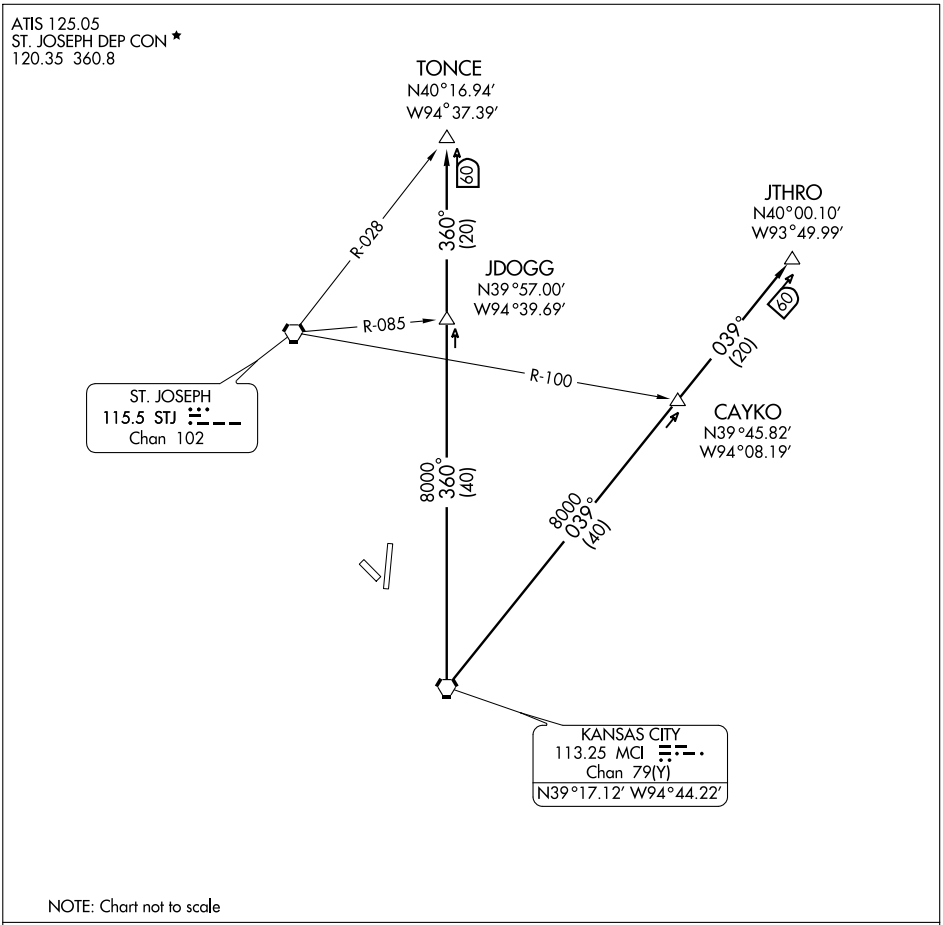
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010



NC-3, 26 AUG 2010 to 23 SEP 2010

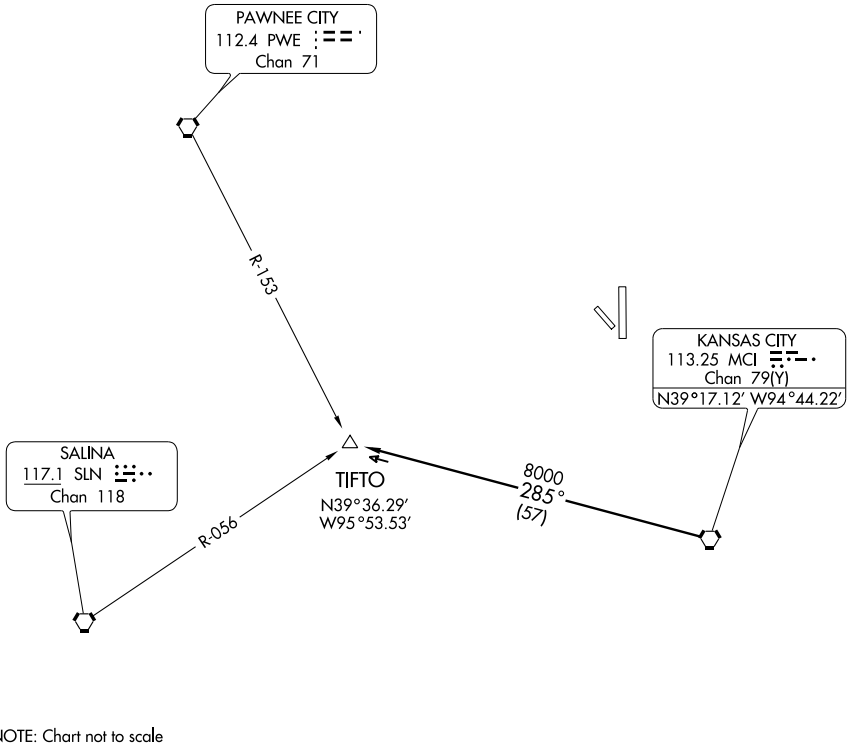
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



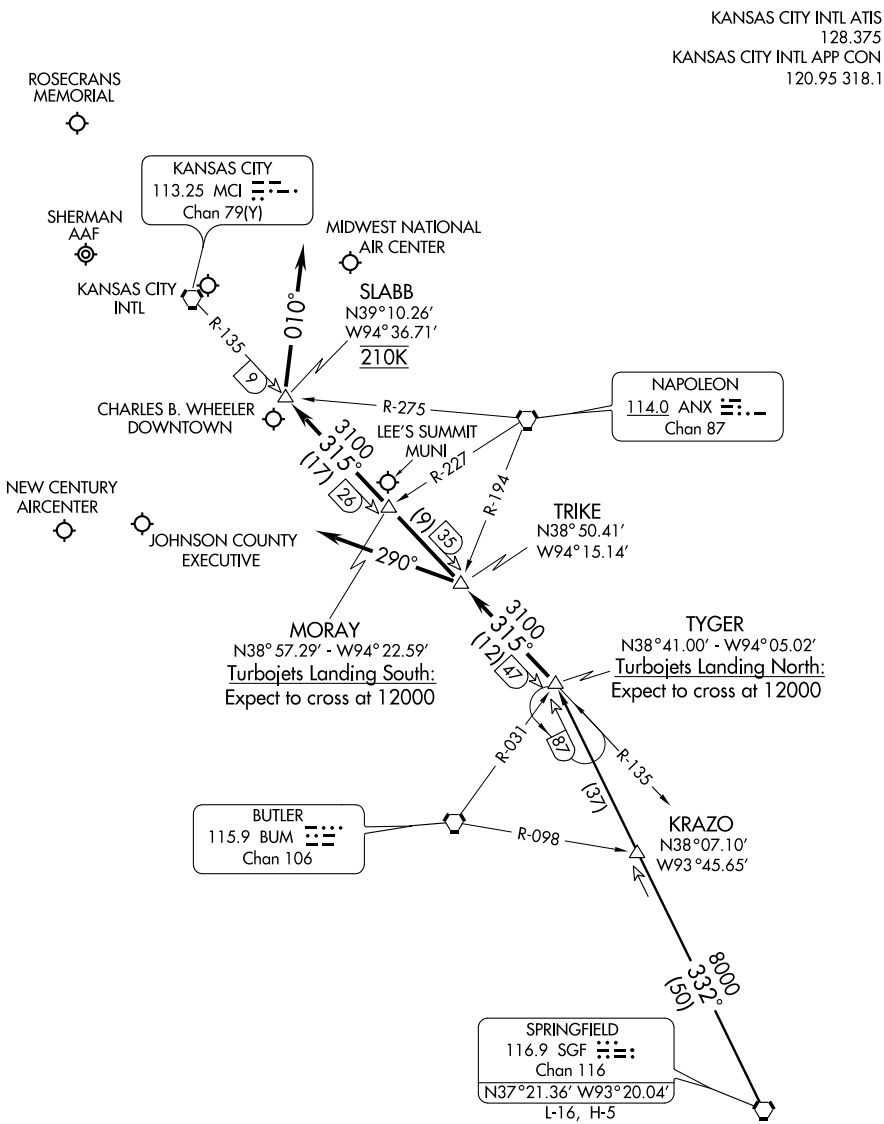
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-3, 26 AUG 2010 to 23 SEP 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

STJ VORTAC 115.5 Chan 102	APP CRS 348°	Rwy Idg 8059 TDZE 814 Apt Elev 826

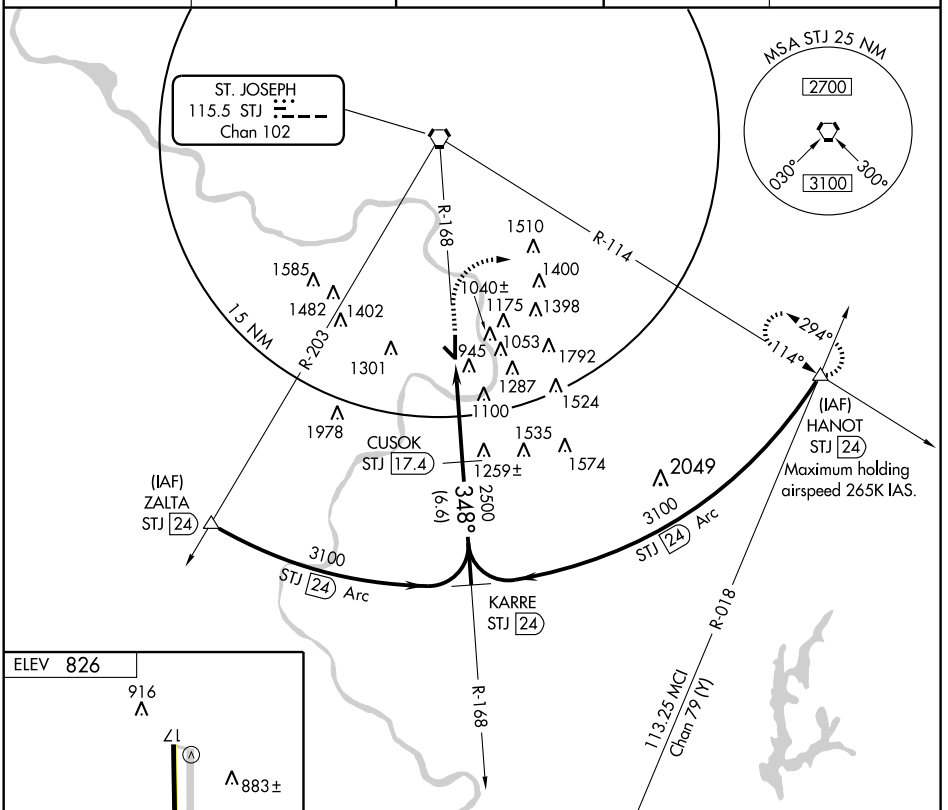
VOR/DME or TACAN RWY 35

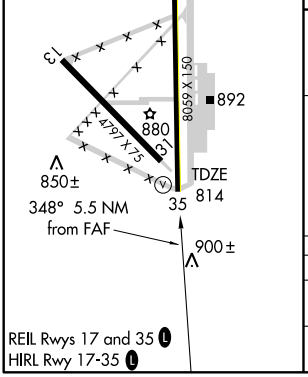
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

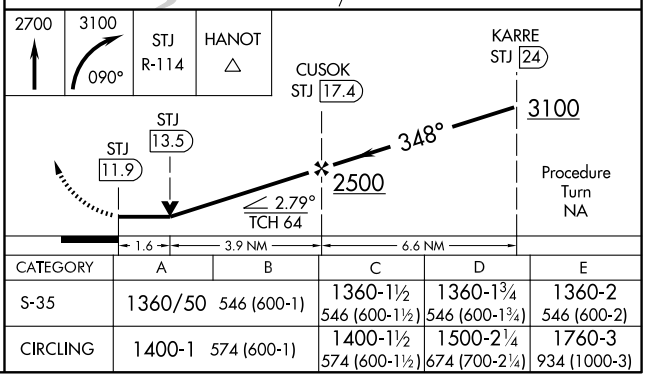
T
NA
ASR/PAR

MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D	E
S-35	1360/50	546 (600-1)	1360-1½ 546 (600-1½)	1360-1¾ 546 (600-1¾)	1360-2 546 (600-2)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC STJ 115.5 Chan 102	APP CRS 167°	Rwy Idg 8059 TDZE 826 Apt Elev 826

VOR or TACAN RWY 17

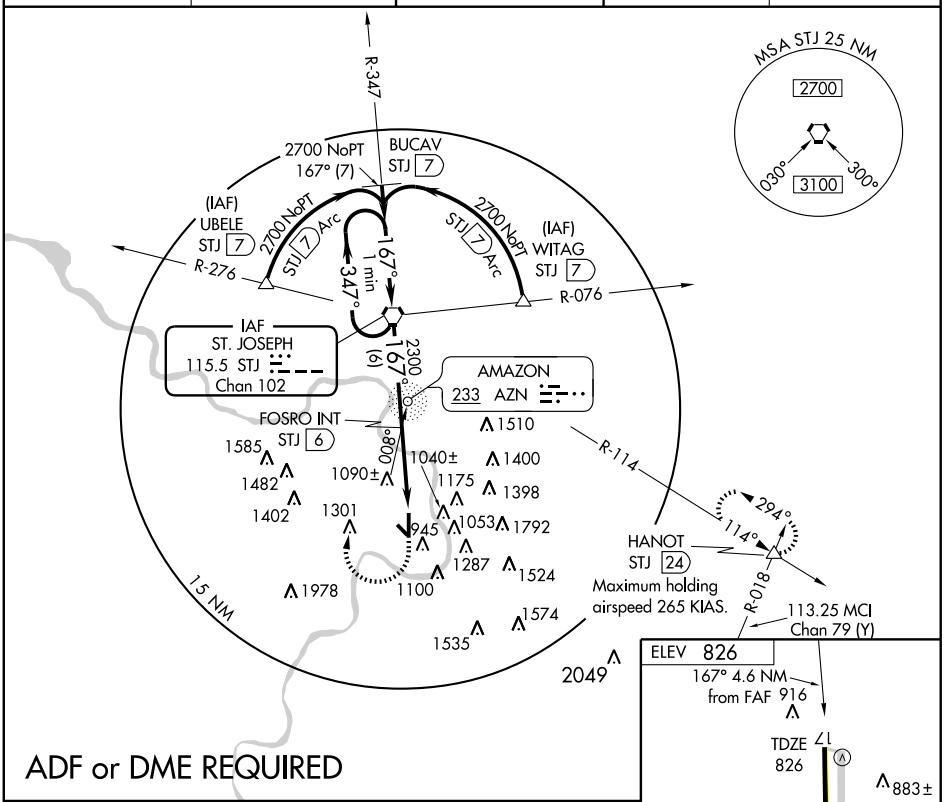
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

ASR/PAR

Missed approach to STJ VORTAC not authorized for Cat. E aircraft.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

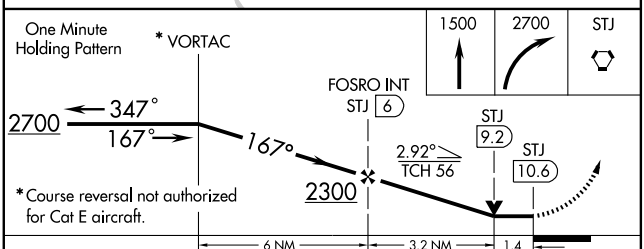
ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

ADF or DME REQUIRED

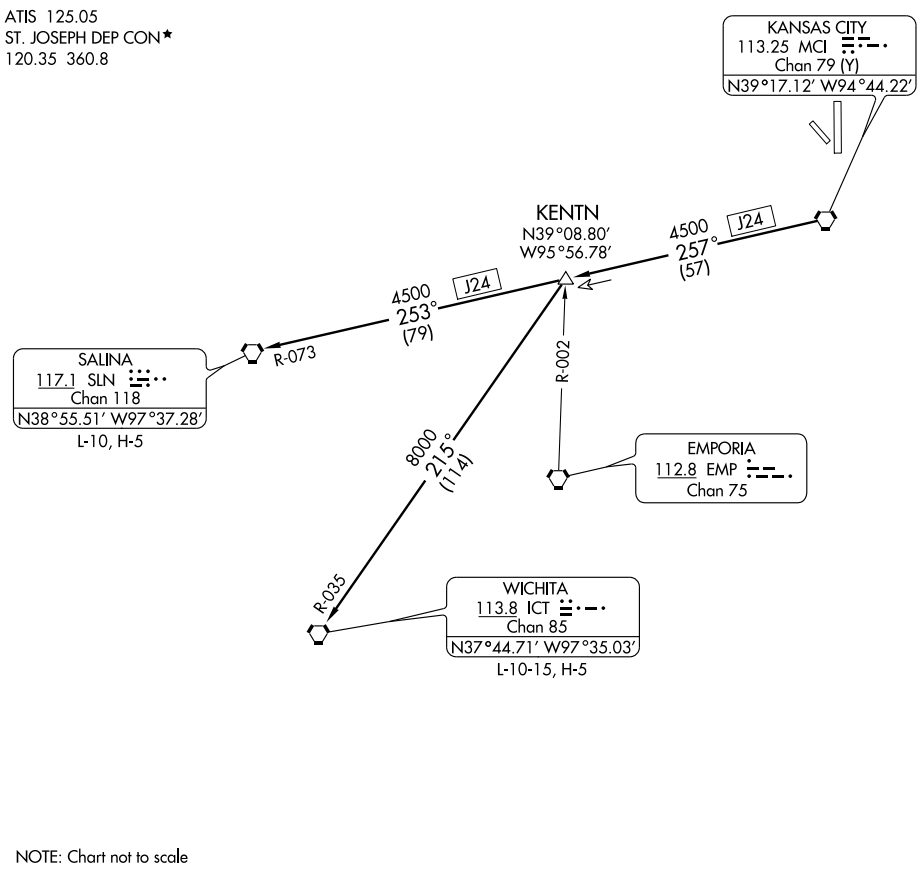


CATEGORY	A	B	C	D	E
S-17	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

WILDCAT TWO DEPARTURE



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

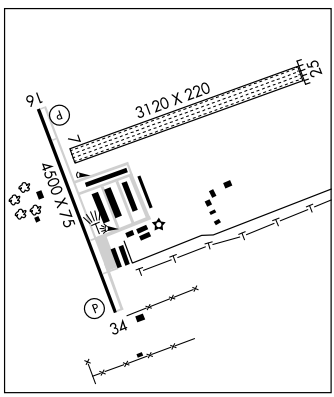
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010

ST LOUIS

CREVE COEUR (1HØ) 4 NW UTC−6(−5DT) N38°43.60′ W90°30.50′ **ST. LOUIS**
463 B S3 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE STL **L–27B, A**
RWY 16–34: H4500X75 (CONC) S–3 MIRL **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.
RWY 07–25: 3120X220 (TURF)
RWY 07: Trees. **RWY 25:** Crops. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Rwy 07–25 and Rwy 16–34 CLOSED to touch and go ldgs. Deer on and invof arpt. Helicopter ops on and invof arpt. Hover taxi training ops are conducted parallel to Rwy 07–25. Be alert to increased antique acft ops on and invof arpt on weekends. Rwy 16–34 restricted to acft 30,000 lbs max gross weight or less, single wheel. Rwy 16–34 restricted to acft 12,000 lbs max gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 314–878–6400. Ultralights not allowed. Call arpt manager for information about twy and apron strength. TPA—1113(650) and 1463(1000) for acft over 12,500 pounds. Rwy 07–25 marked with large yellow cones. MIRL Rwy 16–34 preset on low ints, to increase ints and ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ST LOUIS APP/DEP CON** 126.5
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 080° 21.8 NM to fld. 818/5E.



LAMBERT–ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC−6(−5DT) **ST LOUIS**
N38°44.92′ W90°21.20′ **H–5D, L–27B, A**
618 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D **IAP, DIAP, AD**
NOTAM FILE STL
RWY 12R–30L: H11019X200 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL
RWY 12R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 69′. Thld dsplcd 467′. Road. Rgt tfc.
RWY 30L: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 58′ Thld dsplcd 201′. Sign. 0.7% down.
RWY 12L–30R: H9003X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL
RWY 12L: ALSF2. TDZL. REIL. PAPI (P4R)—GA 3.0° TCH 64′. Building. 0.8% up.
RWY 30R: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 71′. Tower. Rgt tfc. 0.9% down.
RWY 11–29: H9001X150 (CONC–GRVD) S–75, D–200, 2D–325, 2D/2D2–700 HIRL CL
RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57′. 0.7% down.
RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56′. 0.7% up.
RWY 06–24: H7602X150 (CONC–GRVD) S–75, D–176, 2S–175, 2D–280, 2D/2D2–660 HIRL
RWY 06: MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Tree.
RWY 24: MALS. PAPI (P4L)—GA 3.0° TCH 53′. Sign.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–7602	TODA–7602	ASDA–7352	LDA–7352
RWY 11:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 12L:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 12R:	TORA–11019	TODA–11019	ASDA–11019	LDA–10562
RWY 24:	TORA–7602	TODA–7602	ASDA–7602	LDA–7602
RWY 29:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 30L:	TORA–11019	TODA–11019	ASDA–11019	LDA–10819
RWY 30R:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003

ARRESTING GEAR/SYSTEM
RWY 12R HOOK BAK–12A(B) (1090′) HOOK BAK 12A(B) (1300′) **RWY 30L**
RWY 06 HOOK BAK–12A(B) (1450′)
MILITARY SERVICE: A–GEAR Retractable BAK–12A(B) available Rwy 06, 12R, and 30L. A–Gear are kept in recessed position until req for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be raised.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. No practice apch unless authorized by twr and/or arpt authority. Taxiing acft should use caution in early morning and late afternoon. Sun glare may make visual recognition of signs an markings difficult. No designated taxilanes or apron twys located on air carrier ramps. No student solo ops permitted. Waiver to conduct simultaneous apchs to parallel rwys separated by 1,300 ft in effect. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Rwy 30L PAP offset 5° S to accommodate LDA/DME apch to Rwy 30L. Rwy 30R ALSF2 unmonitored except when rwy visual range visibility blo 1800′. Rwy 06 touchdown rwy visual range avbl. Rwy 12L rwy visual range touchdown, midpoint and rollout avbl. Rwy 12R touchdown zone lights OTS indef. Ldg fee. Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Precison Runway Monit Electronic Scan Radar System (PRM), Simultaneous Offset Instrument Approach (SOIA) Procedure For Pilots Filing Flight Plans, Continuous Power Facilities.

MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re–alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426–0159. LAWRS. LLWAS.

COMMUNICATIONS: SFA **D-ATIS** 125.025 379.925 **UNICOM** 122.95

ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

Ⓡ **ST LOUIS APP CON** 133.55 338.25 (S–W) 132.125 360.6 (N–E) 123.7

ST LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R) 351.9 (Rwy 30L)

ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)
GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

CLNC DEL 119.5 363.1

Ⓡ **ST LOUIS DEP CON** 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 141° 8.5 NM to fld. 450/1E. **HIWAS.**

CARDINAL (H) VORW/DME 116.45 CSX Chan 111(Y) N38°45.16′ W90°21.65′ at fld. 530/0E.

OBLIO NDB (LOM) 338 LM N38°48.02′ W90°28.48′ 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28′ W90°16.73′ 241° 4.9 NM to fld.

ILS 111.5 I–BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 I–RMK Chan 54(Y) Rwy 30L. Class I. GS unusable blo 1780′ LOC unusable missed approach inbound.

ILS/DME 111.3 I–SJW Chan 50 Rwy 30R. Class IIIE.

ILS/DME 110.3 I–STL Chan 40 Rwy 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I–LMR Chan 34 Rwy 12R. Class IB. LOM OBLIO NDB.

ILS 108.9 I–LDZ Rwy 12L. Class IIE. LOM OBLIO NDB.

ILS/DME 110.3 I–JAK Chan 40 Rwy 06. Class IB LOC unusable inside of .3 NM fm thld. GS unusable byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500′.

ILS/DME 111.95 I–OGZ Chan 56(Y) Rwy 11. Class IIIE.

ILS/DME 111.95 I–RQN Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches.

COMM/NAV/WEATHER REMARKS: A pre–taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no mor than 10 minutes prior to taxi time.

WAAS	APP CRS	Rwy Idg	4500
CH 50403	158°	TDZE	451
W16A		Apt Elev	463

RNAV (GPS) RWY 16

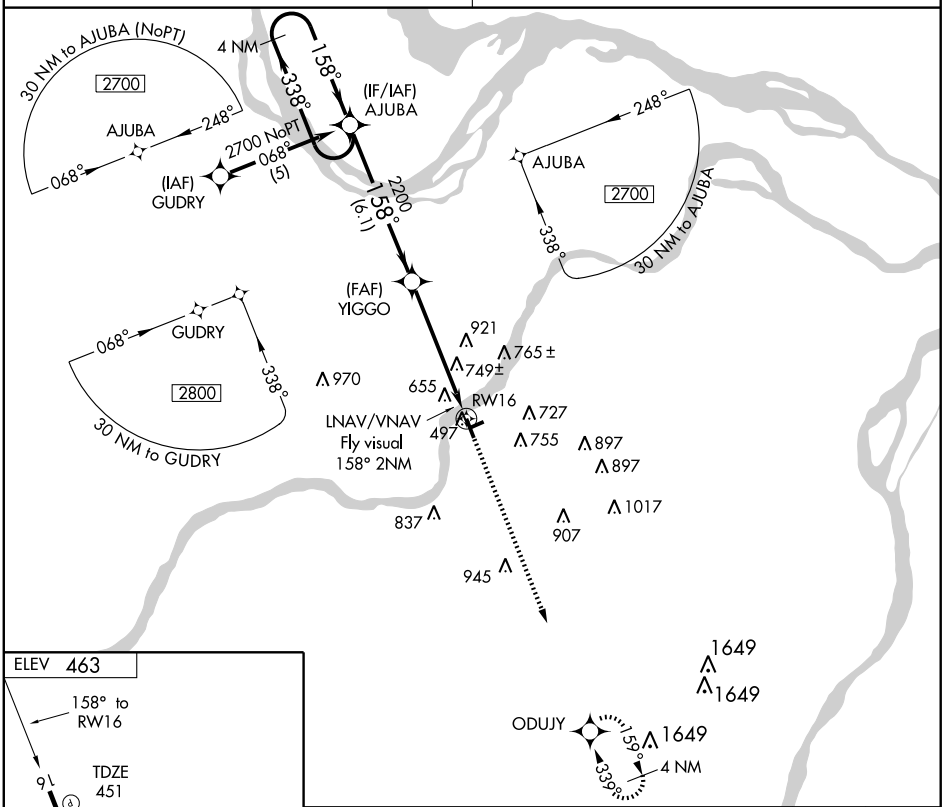
ST. LOUIS/CREVE COEUR (1H0)

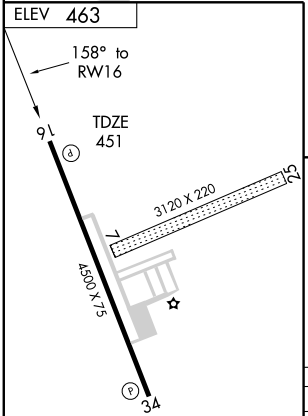
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

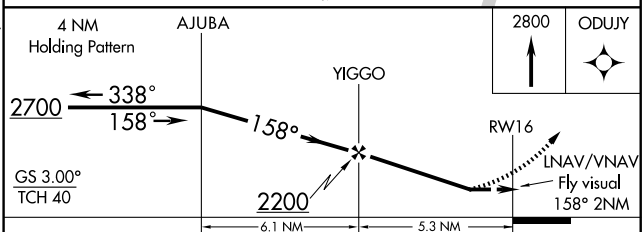
ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	912-1¾ 461 (500-1¾)		NA	
LNAV/VNAV DA	1130-2 679 (700-2)		NA	
LNAV MDA	1160-1 709 (700-1)		NA	
CIRCLING	1160-1 697 (700-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4500
CH 93905	338°	TDZE	463
W34A		Apt Elev	463

RNAV (GPS) RWY 34

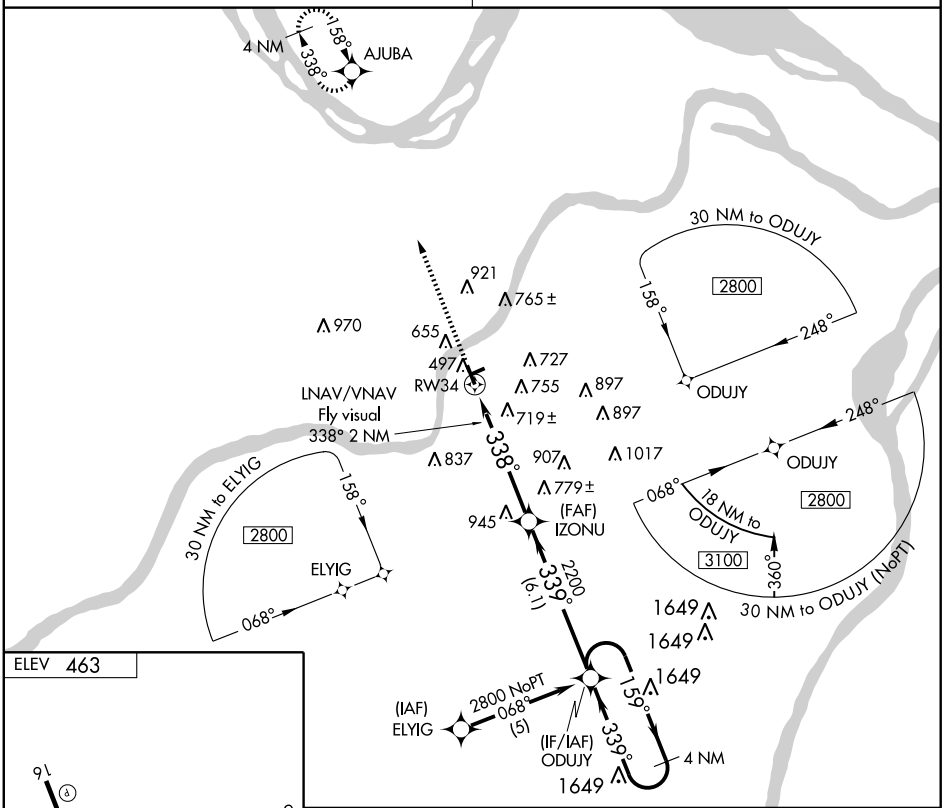
ST. LOUIS/CREVE COEUR (1H0)

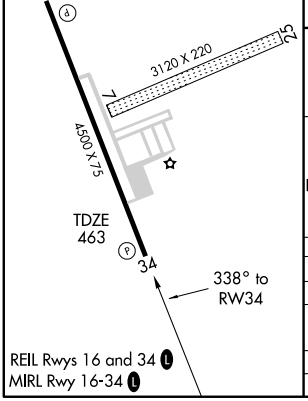
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

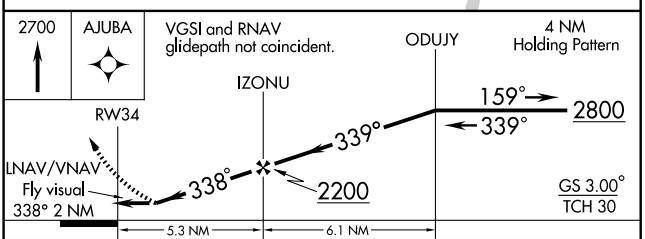
MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	809-1¼ 346 (400-1¼)		NA	
LNAV/VNAV DA	1131-2 668 (700-2)		NA	
LNAV MDA	1080-1 617 (700-1)		NA	
CIRCLING	1080-1 617 (700-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC FTZ 110.8 Chan 45	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 451

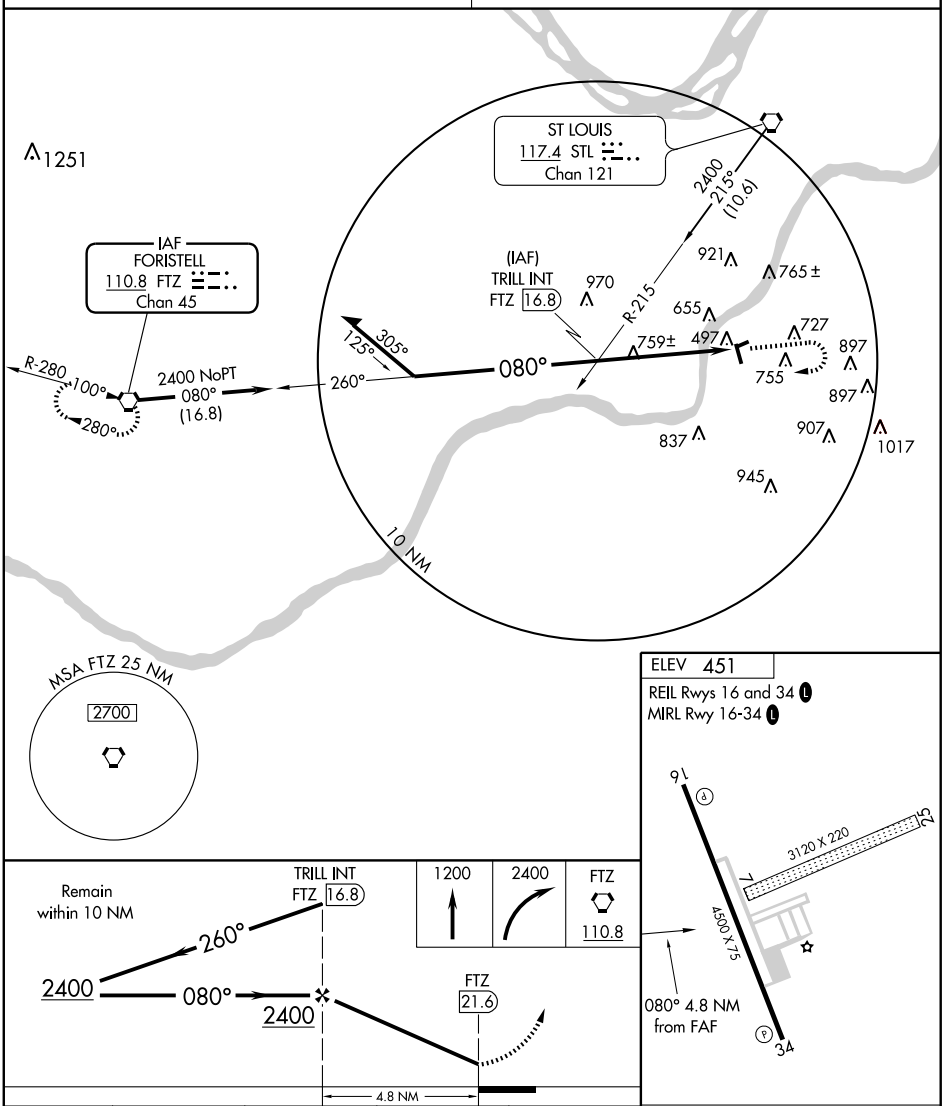
VOR-A

ST. LOUIS/ CREVE COEUR (1H0)

T
A NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

ST. LOUIS APP CON	UNICOM
126.5 254.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 609 (700-1)	1080-1¼ 629 (700-1¼)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

10210 AIRPORT DIAGRAM

ATIS
125.025 379.925
ST LOUIS TOWER
120.05 284.6 North
118.5 257.7 South
132.475 239.275 West
GND CON
121.9 348.6 Inbound
121.65 387.05 Outbound
118.925 227.125 West
CLNC DEL
119.5 363.1

D

38°46'N

38°45'N

38°44'N

90°24'W

90°23'W

90°22'W

90°21'W

FIELD ELEV 618

VAR 0.7° W

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

FIRE STATION

GENERAL AVIATION PARKING

HOT 3

ELEV 534

ELEV 542

BAK-12

ELEV 528

PAPA PAD

FIRE STATION

NWS

122.9°

0.7% DOWN

9001 X 150

0.8% UP

7602 X 150

HOT 2

BAK-12

063.5°

122.9°

ECHO PAD

9003 X 150

AIR CARGO

0.7% UP

302.9°

ELEV 556

ELEV 551

SIERRA PAD

CHARLIE PAD

11019 X 200

GENERAL AVIATION PARKING

AA MAINTENANCE RAMP

MISSOURI ANG

AIRLINE RAMP

302.9°

BAK - 12

ELEV 605

CONTROL TOWER 774

FSDO

LIMA PAD

0.9% DOWN

30R

TERMINAL BUILDING

0.7% DOWN

30L

ELEV 586

EAST TERMINAL

HOT 1

JULIET PAD

RWY 06-24
S-75, D-176, 2S-175, 2D-280, 2D/2D2-660
RWY 11-29
S-75, D-200, 2D-325, 2D/2D2-700
RWY 12L-30R
S-75, D-200, 2S-175, 2D-350, 2D/2D2-760
RWY 12R-30L
S-75, D-200, 2S-175, 2D-350, 2D/2D2-760

784

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

ST LOUIS

CREVE COEUR (1HØ) 4 NW UTC−6(−5DT) N38°43.60′ W90°30.50′ ST. LOUIS

463 B S3 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE STL L–27B, A

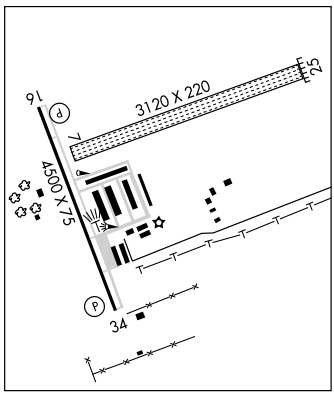
RWY 16–34: H4500X75 (CONC) S–3 MIRL IAP

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.

RWY 07–25: 3120X220 (TURF)

RWY 07: Trees. **RWY 25:** Crops. Rgt tfc.



AIRPORT REMARKS: Attended 1400Z‡–dusk. Rwy 07–25 and Rwy 16–34 CLOSED to touch and go ldgs. Deer on and invof arpt. Helicopter ops on and invof arpt. Hover taxi training ops are conducted parallel to Rwy 07–25. Be alert to increased antique acft ops on and invof arpt on weekends. Rwy 16–34 restricted to acft 30,000 lbs max gross weight or less, single wheel. Rwy 16–34 restricted to acft 12,000 lbs max gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 314–878–6400. Ultralights not allowed. Call arpt manager for information about twy and apron strength. TPA—1113(650) and 1463(1000) for acft over 12,500 pounds. Rwy 07–25 marked with large yellow cones. MIRL Rwy 16–34 preset on low ints, to increase ints and ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ST LOUIS APP/DEP CON** 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 080° 21.8 NM to fld. 818/5E.

LAMBERT–ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC−6(−5DT) ST LOUIS

N38°44.92′ W90°21.20′ H–5D, L–27B, A

618 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D IAP, DIAP, AD

NOTAM FILE STL

RWY 12R–30L: H11019X200 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL

RWY 12R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 69′. Thld dsplcd 467′. Road. Rgt tfc.

RWY 30L: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 58′ Thld dsplcd 201′. Sign. 0.7% down.

RWY 12L–30R: H9003X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL

RWY 12L: ALSF2. TDZL. REIL. PAPI (P4R)—GA 3.0° TCH 64′. Building. 0.8% up.

RWY 30R: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 71′. Tower. Rgt tfc. 0.9% down.

RWY 11–29: H9001X150 (CONC–GRVD) S–75, D–200, 2D–325, 2D/2D2–700 HIRL CL

RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57′. 0.7% down.

RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56′. 0.7% up.

RWY 06–24: H7602X150 (CONC–GRVD) S–75, D–176, 2S–175, 2D–280, 2D/2D2–660 HIRL

RWY 06: MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Tree.

RWY 24: MALS. PAPI (P4L)—GA 3.0° TCH 53′. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–7602	TODA–7602	ASDA–7352	LDA–7352
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RWY 12R:	TORA–11019	TODA–11019	ASDA–11019	LDA–10562
RWY 24:	TORA–7602	TODA–7602	ASDA–7602	LDA–7602
RWY 29:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 30L:	TORA–11019	TODA–11019	ASDA–11019	LDA–10819
RWY 30R:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003

ARRESTING GEAR/SYSTEM

RWY 12R HOOK BAK–12A(B) (1090′) HOOK BAK 12A(B) (1300′) **RWY 30L**

RWY 06 HOOK BAK–12A(B) (1450′)

MILITARY SERVICE: A–GEAR Retractable BAK–12A(B) available Rwy 06, 12R, and 30L. A–Gear are kept in recessed position until req for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be raised.

CONTINUED ON NEXT PAGE

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MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re–alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426–0159. LAWRS. LLWAS.

COMMUNICATIONS: SFA **D-ATIS** 125.025 379.925 **UNICOM** 122.95

ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

Ⓡ **ST LOUIS APP CON** 133.55 338.25 (S–W) 132.125 360.6 (N–E) 123.7

ST LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R) 351.9 (Rwy 30L)

ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

CLNC DEL 119.5 363.1

Ⓡ **ST LOUIS DEP CON** 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 141° 8.5 NM to fld. 450/1E. **HIWAS.**

CARDINAL (H) VORW/DME 116.45 CSX Chan 111(Y) N38°45.16′ W90°21.65′ at fld. 530/0E.

OBLIO NDB (LOM) 338 LM N38°48.02′ W90°28.48′ 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28′ W90°16.73′ 241° 4.9 NM to fld.

ILS 111.5 I–BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 I–RMK Chan 54(Y) Rwy 30L. Class I. GS unusable blo 1780′ LOC unusable missed approach inbound.

ILS/DME 111.3 I–SJW Chan 50 Rwy 30R. Class IIIE.

ILS/DME 110.3 I–STL Chan 40 Rwy 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I–LMR Chan 34 Rwy 12R. Class IB. LOM OBLIO NDB.

ILS 108.9 I–LDZ Rwy 12L. Class IIE. LOM OBLIO NDB.

ILS/DME 110.3 I–JAK Chan 40 Rwy 06. Class IB LOC unusable inside of .3 NM fm thld. GS unusable byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500′.

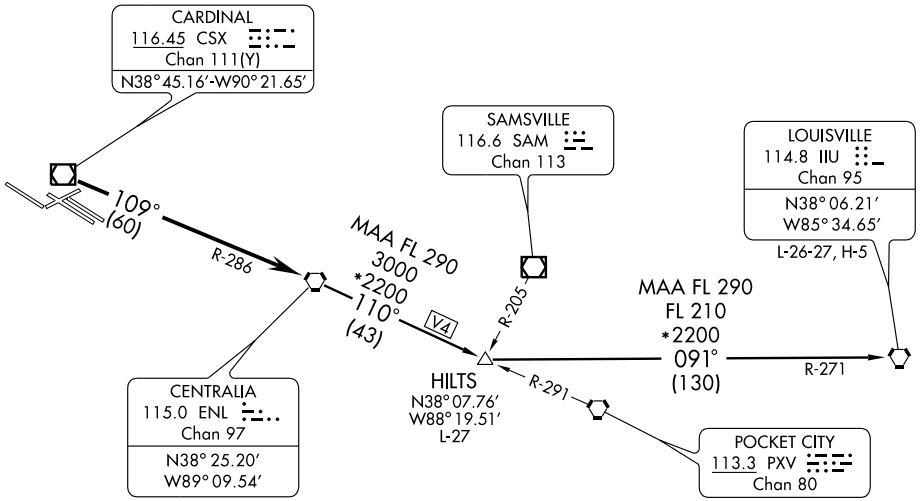
ILS/DME 111.95 I–OGZ Chan 56(Y) Rwy 11. Class IIIE.

ILS/DME 111.95 I–RQN Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches.

COMM/NAV/WEATHER REMARKS: A pre–taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more than 10 minutes prior to taxi time.

BLUES TWO DEPARTURE

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5



NOTE: For Turbojets only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

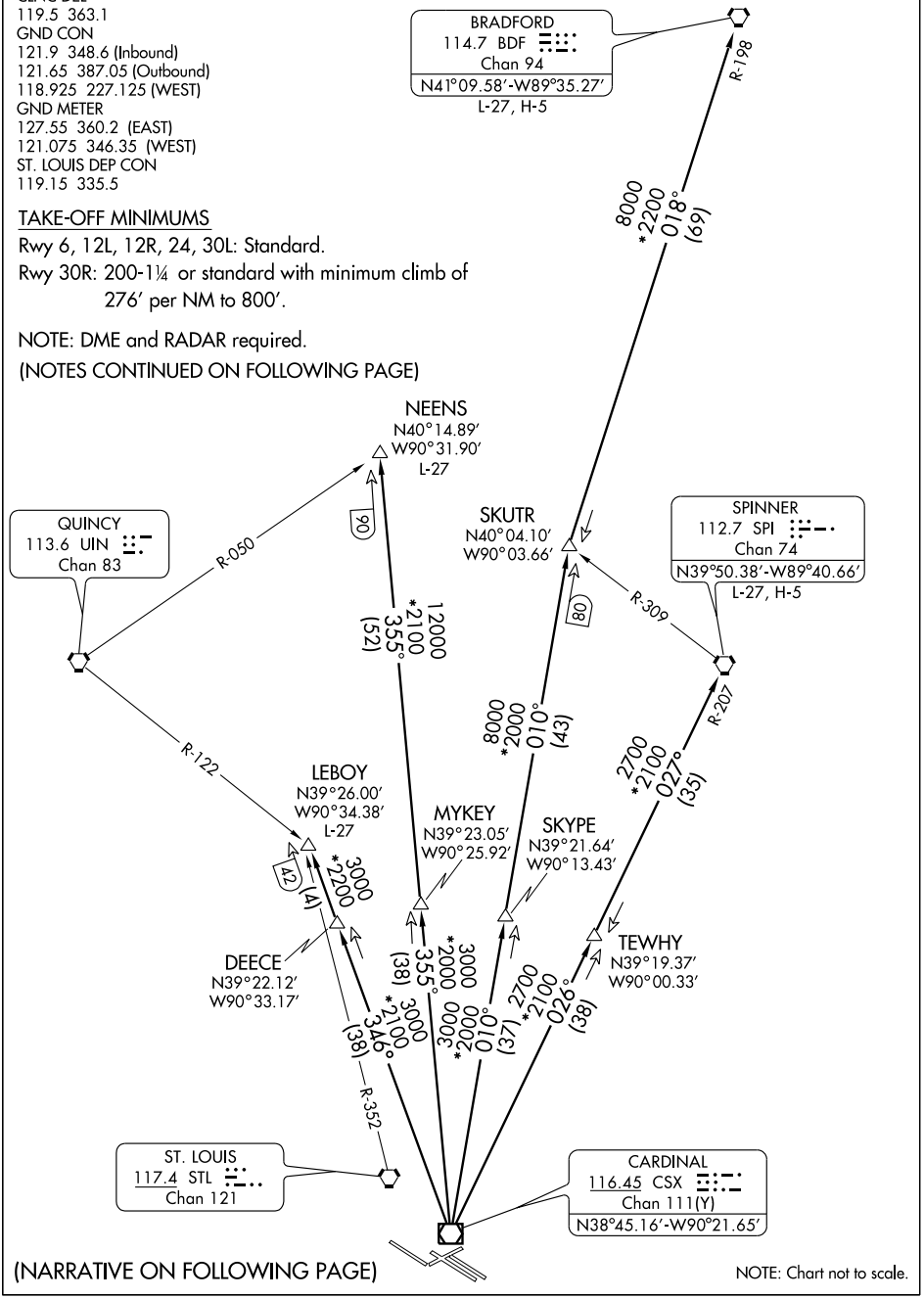
TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577' from DER, 618' left of centerline, 23' AGL/557' MSL.
OL on LDA 1037' from DER, 709' right of centerline, 391' AGL/573' MSL.
Pole 1368' from DER, 635' right of centerline, 28' AGL/568' MSL.
Antenna on bldg 2478' from DER, 1012' right of centerline, 30' AGL/598' MSL.

Rwy 12L: OL on DME 551' from DER, 258' left of centerline, 20' AGL/619' MSL.

Rwy 12R: Traffic sign 1416' from DER, 705' right of centerline, 7' AGL/636' MSL.
Bush 1791' from DER, 503' right of centerline, 7' AGL/636' MSL.
Tree 1933' from DER, 370' left of centerline, 88' AGL/657' MSL.
Tree 2228' from DER, 162' left of centerline, 75' AGL/654' MSL.
Sign 2804' from DER, 873' right of centerline, 93' AGL/672' MSL.

Rwy 24: Multiple trees and antenna beginning 3766' from DER, 899' right of centerline, up to 115' AGL/704' MSL.

Rwy 30L: Ground beginning at DER, 157' right of centerline, up to 592' MSL.
Multiple trees and poles beginning 1684' from DER, 641' left of centerline, 107' AGL/684' MSL.

Rwy 30R: OL on GS 950' from DER, on centerline, 28' AGL/587' MSL.
Multiple buildings and antenna beginning 1374' from DER, 709' right of centerline, up to 81' AGL/611' MSL.
Multiple trees and antenna beginning 4240' from DER, 253' right of centerline, up to 142' AGL/741' MSL.

NC-3, 26 AUG 2010 to 23 SEP 2010

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 08325

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

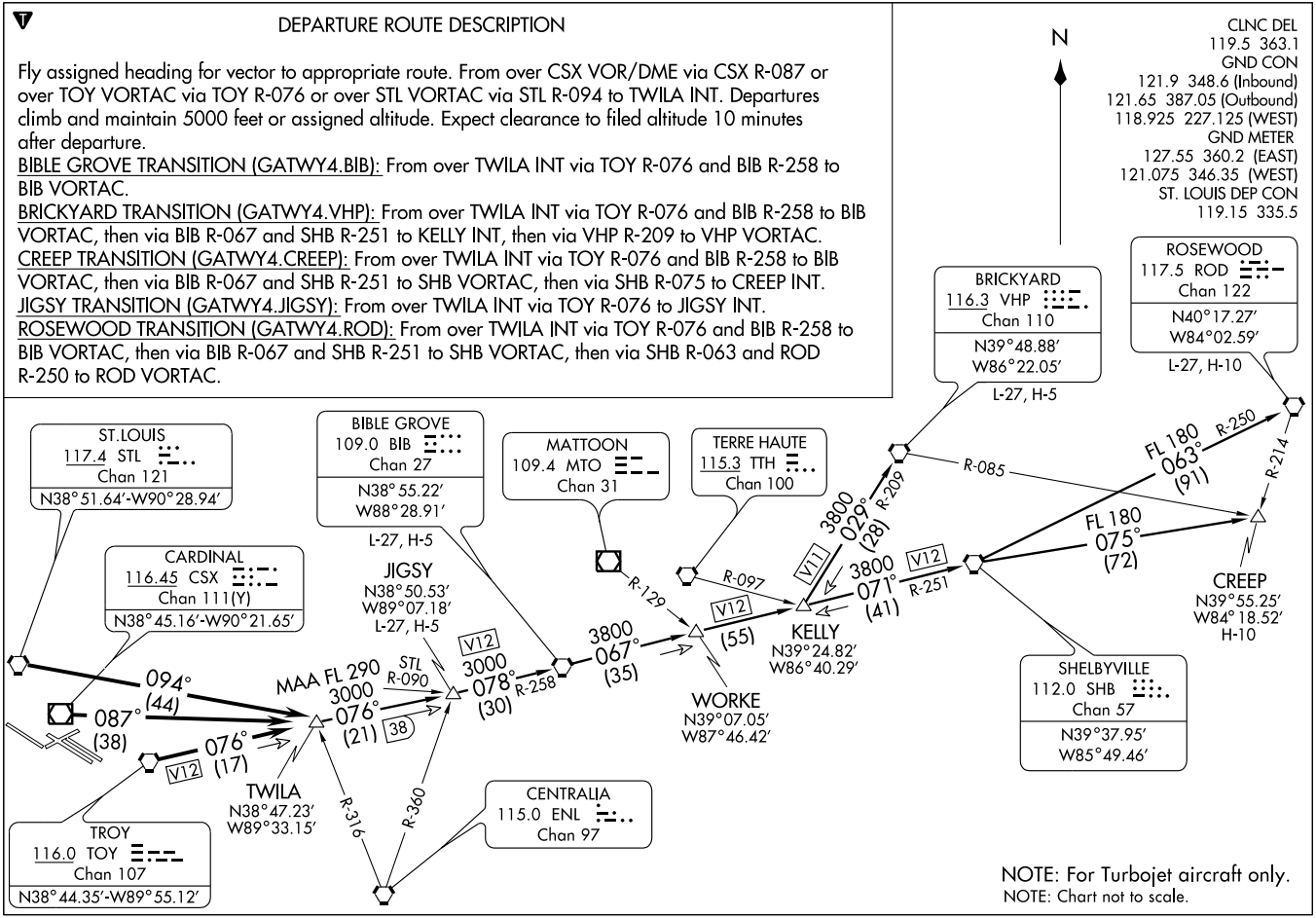
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

SL-360 (FAA)

GATEWAY FOUR DEPARTURE
(GATWY4.STL) 08325
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

LOC/DME I-JAK	APP CRS	Rwy Idg 7602
110.3	063°	TDZE 551
Chan 40		Apt Elev 618

ILS or LOC RWY 6

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When MALSR inoperative, increase visibility S-ILS 6 Cat E ¼ mile and S-LOC 6 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

ALTERNATE MISSED APCH FIX

031° 211°

FASHE STL 19.4

117.4 STL R-031 Chan 121

116.0 TOY R-322 Chan 107

MSA CSX 25 NM

2200

090° 270°

2800

ST. LOUIS 117.4 STL Chan 121

LOM ZUMAY 404 ST

CARDINAL 116.45 CSX Chan 111(Y)

240° 060°

10 NM

R-207 R-194 R-179

745 720 784 738 897 897 875

IAF FORISTELL 110.8 FTZ Chan 45

LOCALIZER 110.3 I-JAK Chan 40

ENCOE INT I-JAK 12.9 RADAR

5000 095° (16.3)

3400 063° (4.5)

2400 063° (3.2)

TONII INT I-JAK 5.2 RADAR 1017

WOODE INT I-JAK 8.5 RADAR

243°

ADF REQUIRED

1649

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

ENCOE INT I-JAK 12.9 RADAR

WOODE INT I-JAK 8.5 RADAR

TONII INT I-JAK 5.2 RADAR

5000 063° 3400 2400

2348

I-JAK 0.2

Procedure Turn NA

GS 3.00° TCH 50

3000 ST

LOC unusable 0.2 DME inbound.

4.5 NM 3.2 NM 5 NM 0.4 NM

681

TDZE 551 658 774

063° 5.4 NM from FAF

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 6	801/40 250 (200-¾)				
S-LOC 6	1020/24 469 (500-½)		1020/40 469 (500-¾)	1020/50 469 (500-1)	1020/60 469 (500-1¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

ILS or LOC RWY 11

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

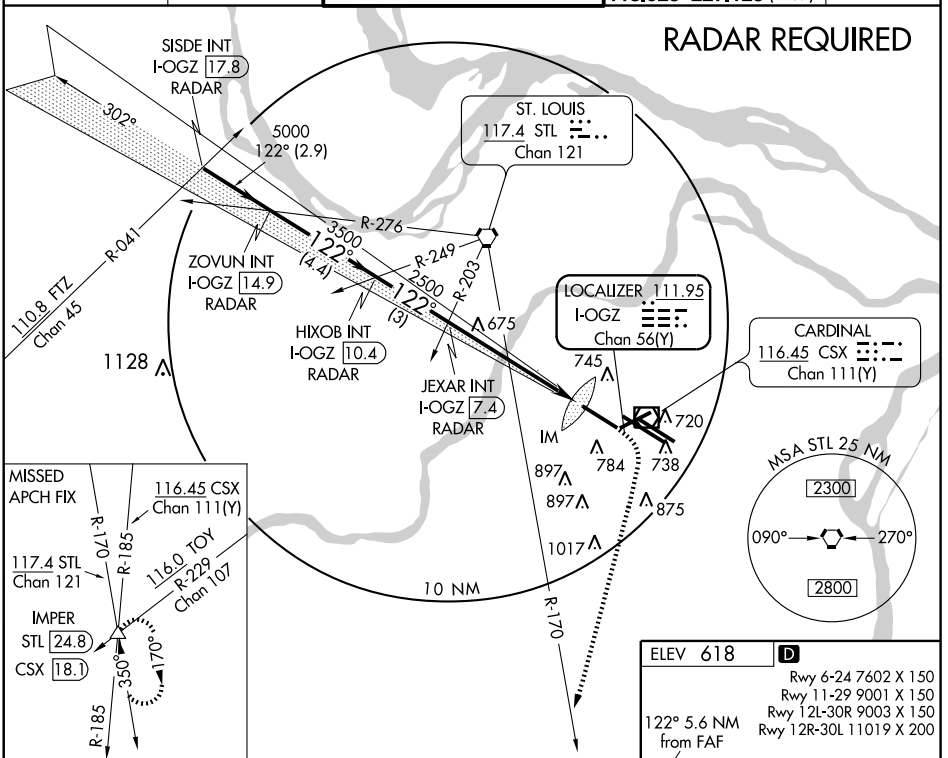
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

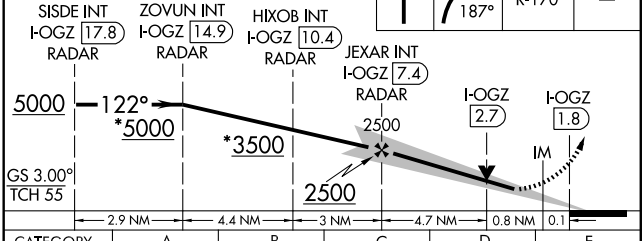
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

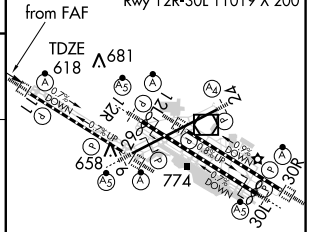
RADAR REQUIRED



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
↑	187°	R-170	△





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)
S-LOC 11	980/24 362 (400-½)			980/40 362 (400-¾)	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

ILS or LOC RWY 12L

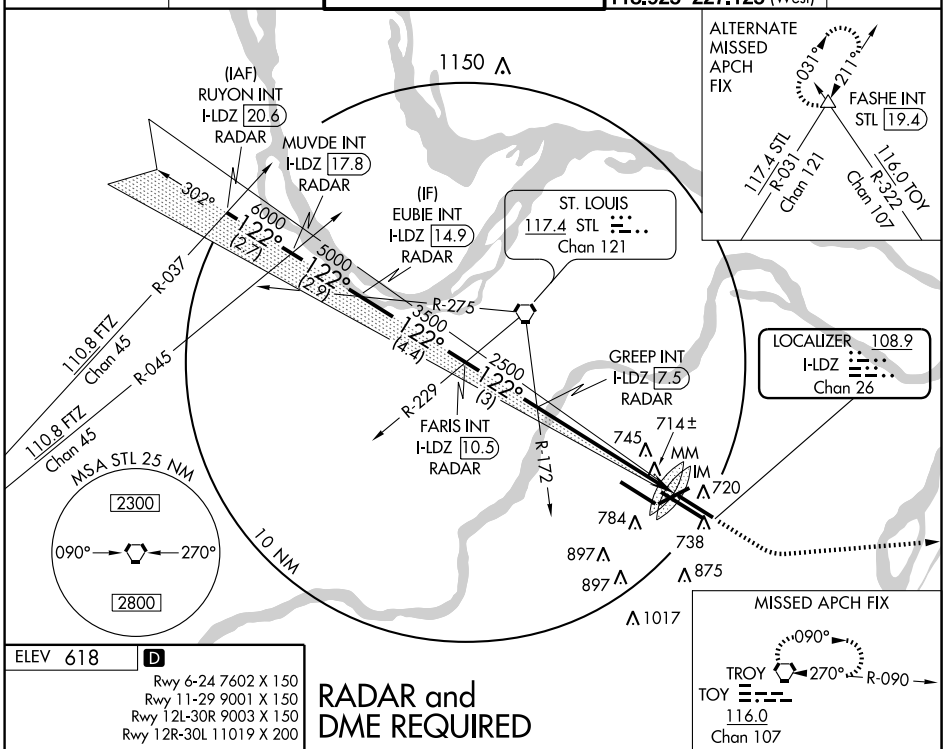
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000 and LOC visibility to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

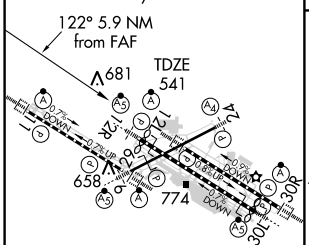
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

RADAR and DME REQUIRED



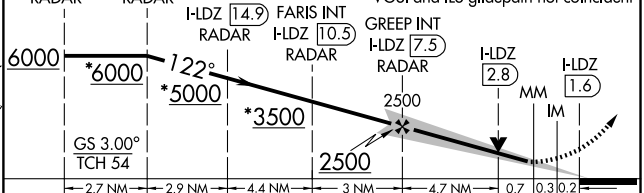
HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

*When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500 3000 TOY

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)
S-LOC 12L	980/24 439 (400-½)		980/40 439 (400-¾)	980/50 439 (400-1)	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LMR	APP CRS	Rwy Idg 12R	Rwy Idg 12L
109.7	122°	10552	9003
Chan 34		TDZE 540	TDZE 541
		Apt Elev 618	Apt Elev 618

ILS or LOC RWY 12R

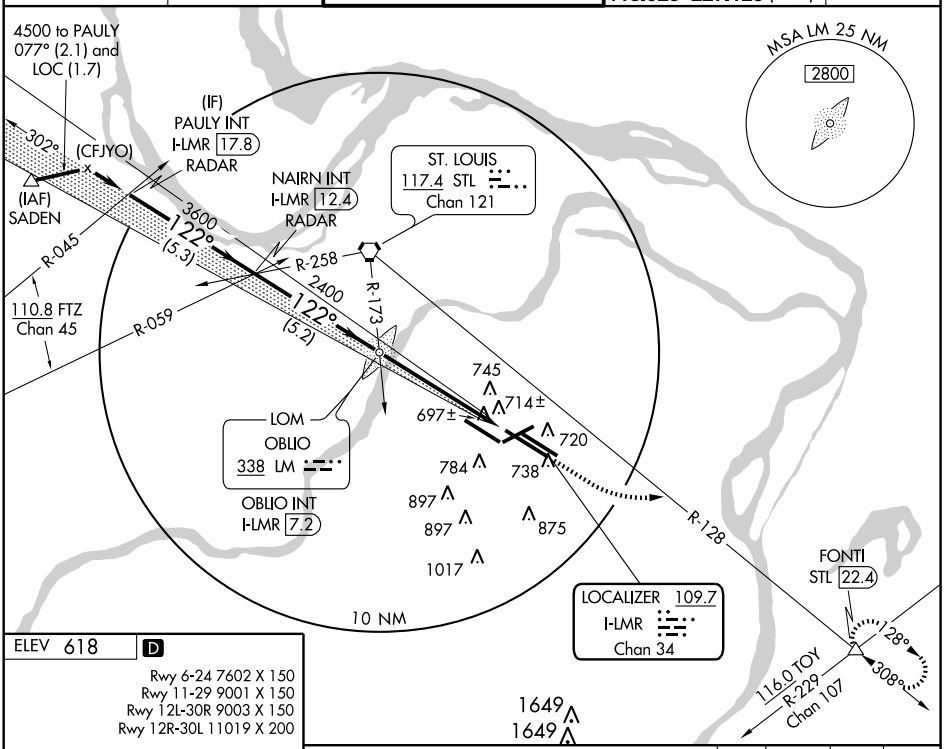
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T Inoperative table does not apply to S-ILS 12R or sidestep 12L. For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

MALSR Rwy 12R | ALSF-2 Rwy 12L

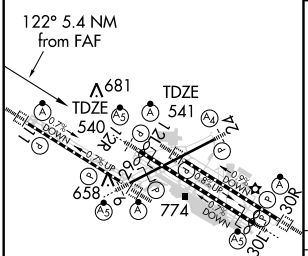
MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

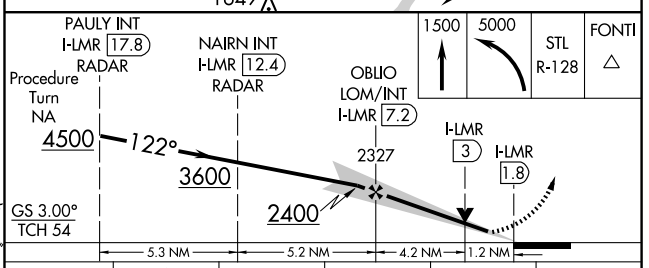
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D	E
S-ILS 12R	790/40 250 (200-¾)				
S-LOC 12R	960/40 420 (400-¾)				960/50 420 (400-1)
SIDESTEP RWY 12L	980-1 439 (400-1)		980-1½ 439 (400-1½)		980-2 439 (400-2)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ILS or LOC RWY 24

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-STL	APP CRS	Rwy Idg	7602
110.3	243°	TDZE	534
Chan 40		Apt Elev	604

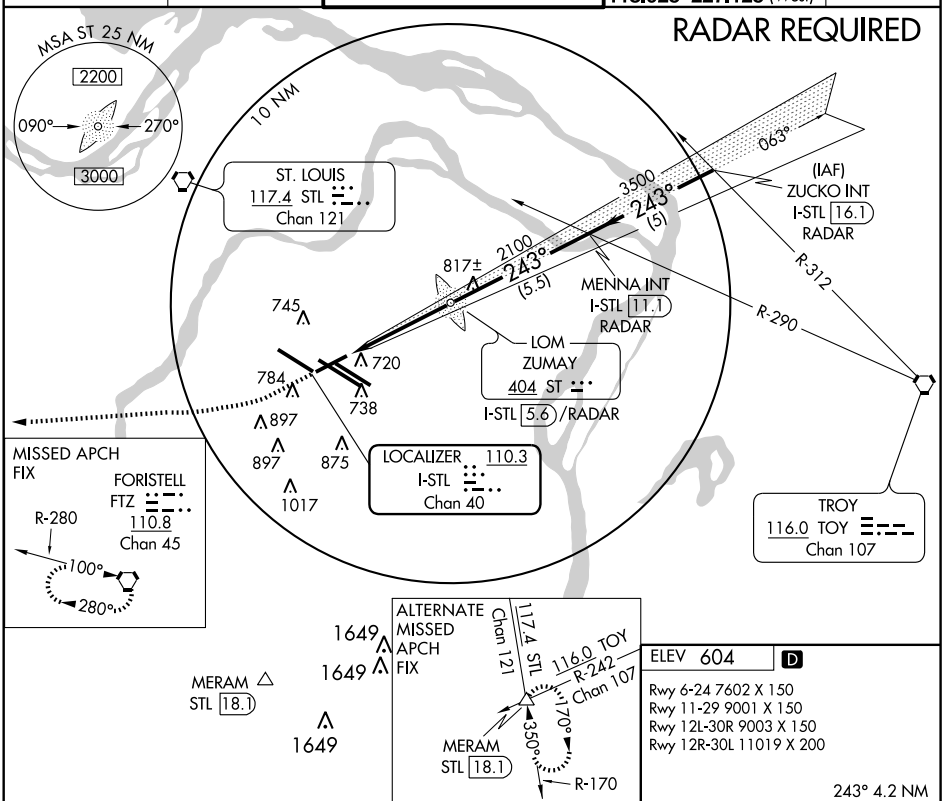
Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.

MALS

MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.

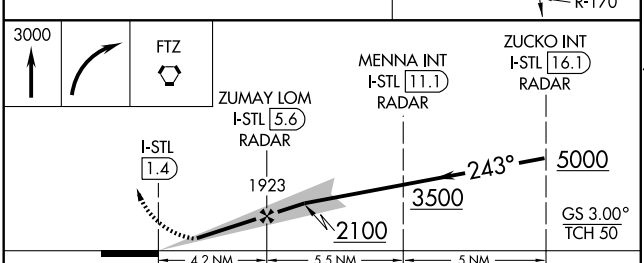
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

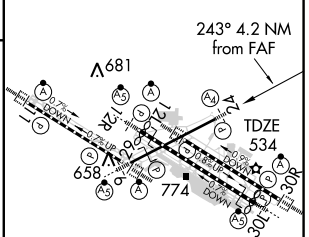
RADAR REQUIRED



ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)		1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RQN	APP CRS	Rwy Idg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

ILS or LOC RWY 29

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

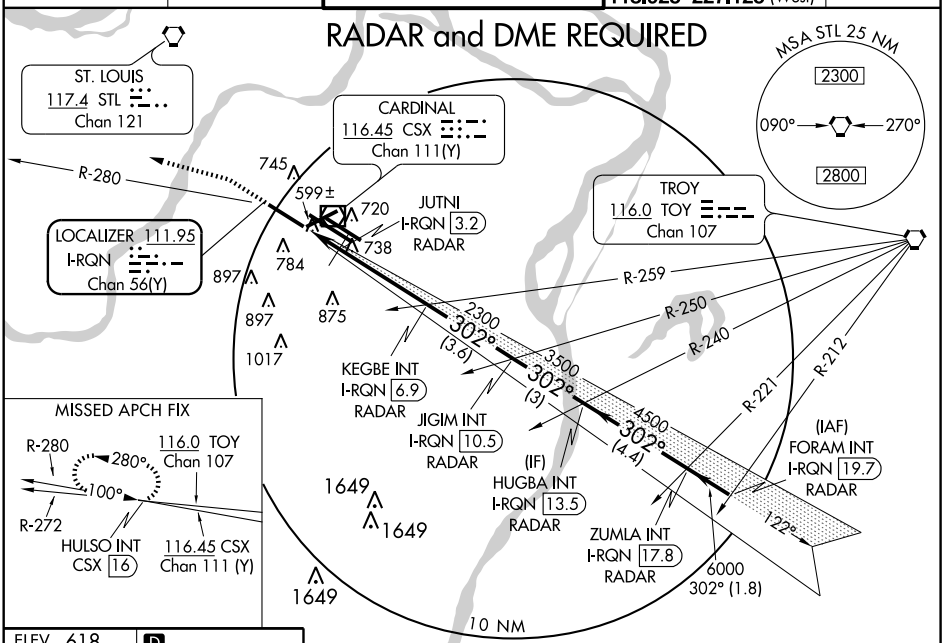
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾ ; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½ . Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/ DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED

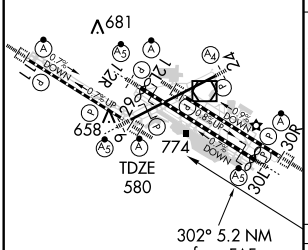


NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

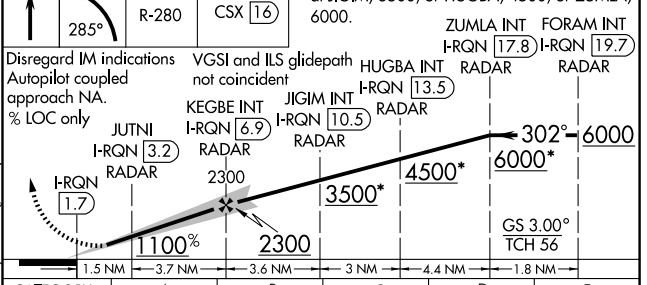
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1040	3000	CSX	HULSO INT
	285°	R-280	CSX 16

* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Disregard IM indications
Autopilot coupled approach NA.
% LOC only

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				
S-LOC 29	1100/40 520 (500-¾)		1100/50 520 (500-1)	1100/60 520 (500-1¼)	
JUTNI FIX MINIMUMS					
S-LOC 29	1000/40 420 (400-¾)				1000/50 420 (400-1)

LOC I-BKY	APP CRS	Rwy Idg	10818
111.5	302°	TDZE	583
		Apt Elev	618

ILS or LOC RWY 30L

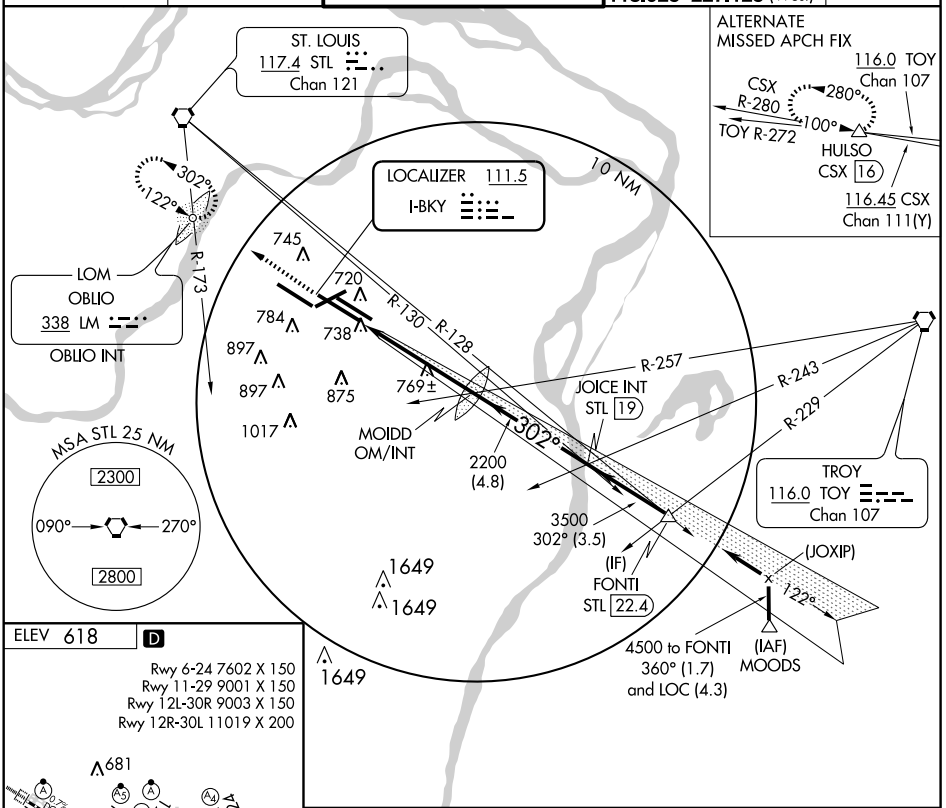
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
* RVR 1800 authorized with the use of HD or AP or HUD to DA.

MALSR

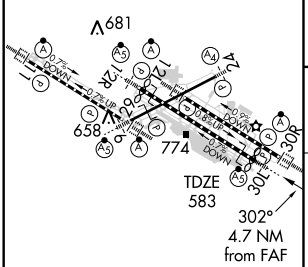
MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



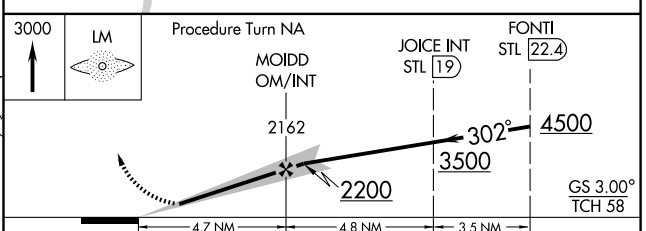
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP	4.7 NM				
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)		1140/50 557 (600-1)	1140/60 557 (600-1¼)	1140-1½ 557 (600-1½)

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LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS or LOC RWY 30R

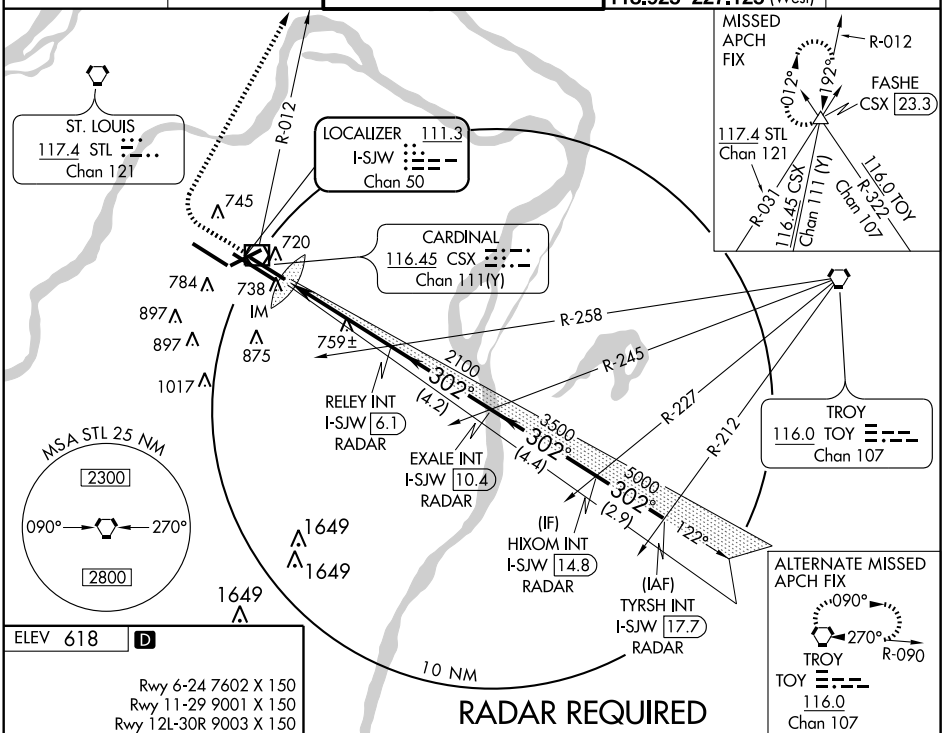
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When ALSF inoperative, increase S-ILS visibility Cat. E ¼ mile and S-LOC Cat. E ½ mile. Disregard OM indication.

ALSF-2

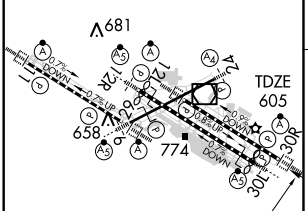
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

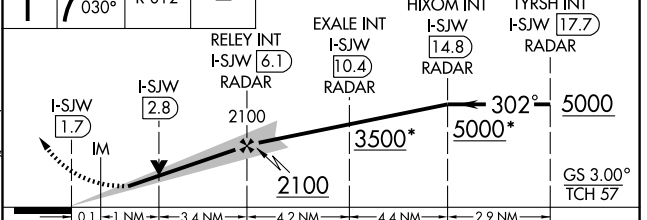


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

1020	3000	CSX R-012	FASHE △
	030°		

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)
S-LOC 30R	1020/24 415 (500-½)		1020/40 415 (500-¾)		1020/50 415 (500-1)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 11
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

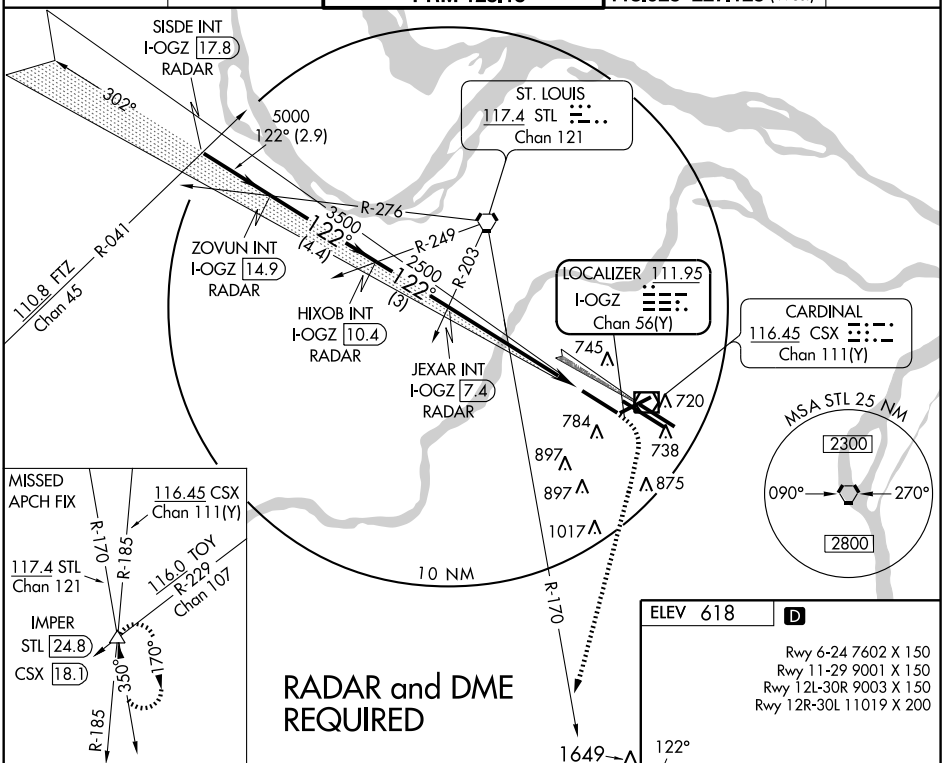
LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

Dual VHF comm required. Disregard MM and IM indications.
See additional requirements on PRM information page.
NA For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

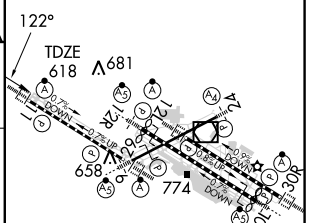
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



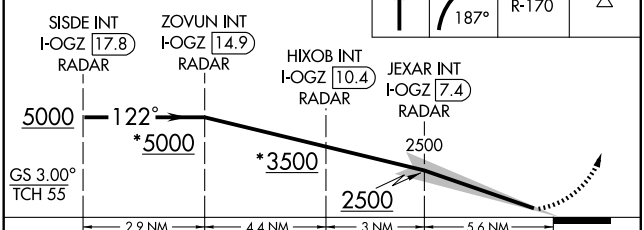
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	



CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 11 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

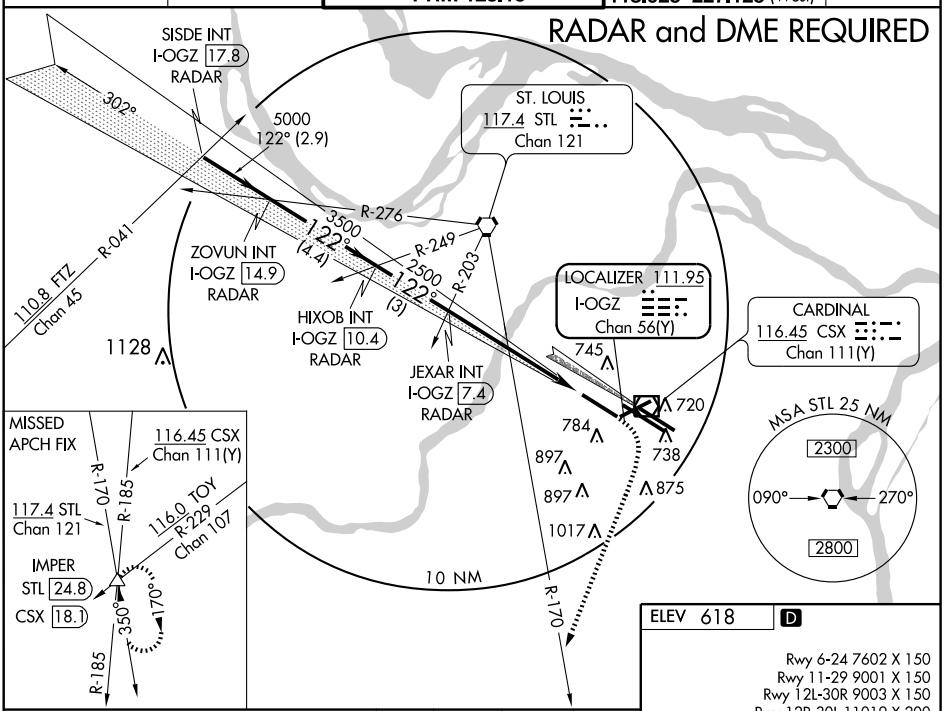
Dual VHF comm required.
Disregard MM and IM indications.
NA See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

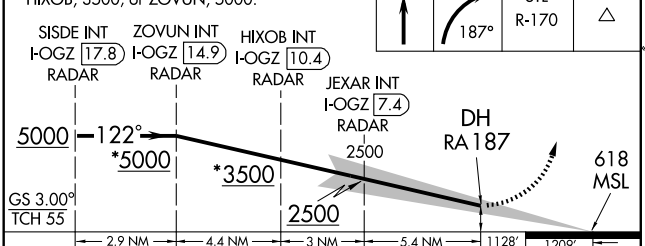
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

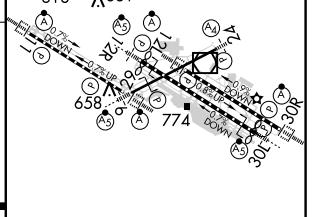
1020	3000	STL	IMPER
	187°	R-170	△



CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 11 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

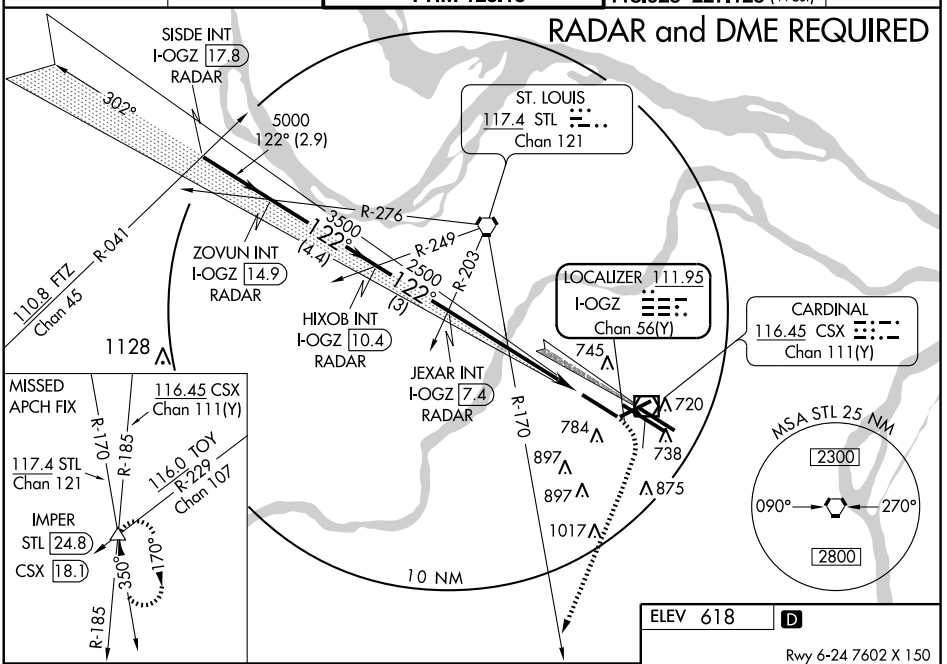
LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

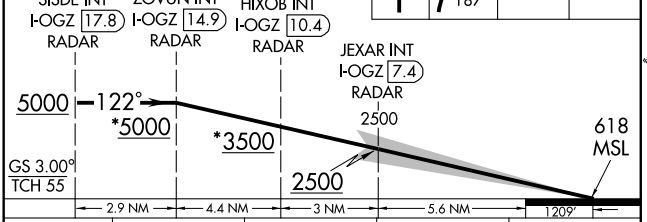
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	△

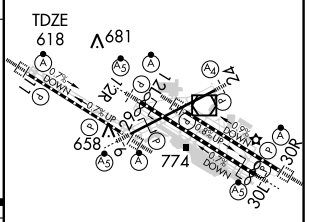


CATEGORY	A	B	C	D
S-ILS 11	CAT IIIa		RVR 07	
S-ILS 11	CAT IIIb		RVR 06	
S-ILS 11	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 12L (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

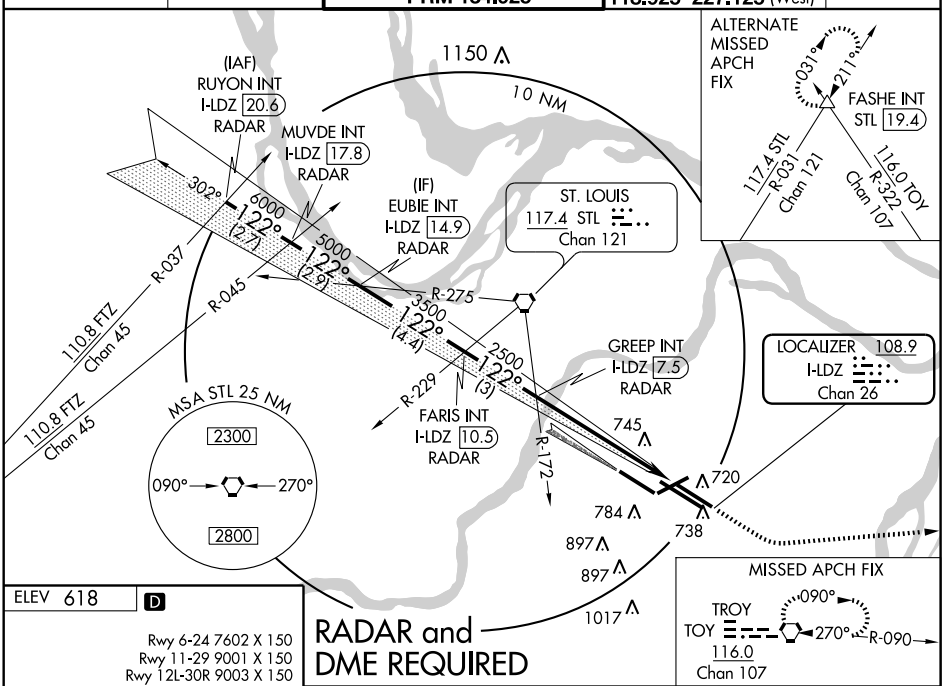
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

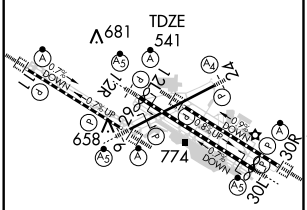
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

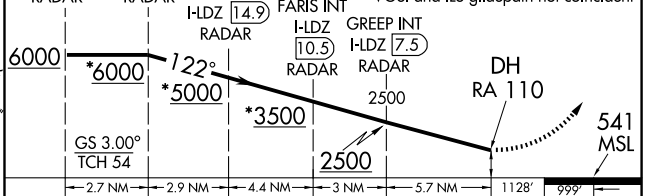


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500 | 3000 | TOY

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L	RA 110/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 12L (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

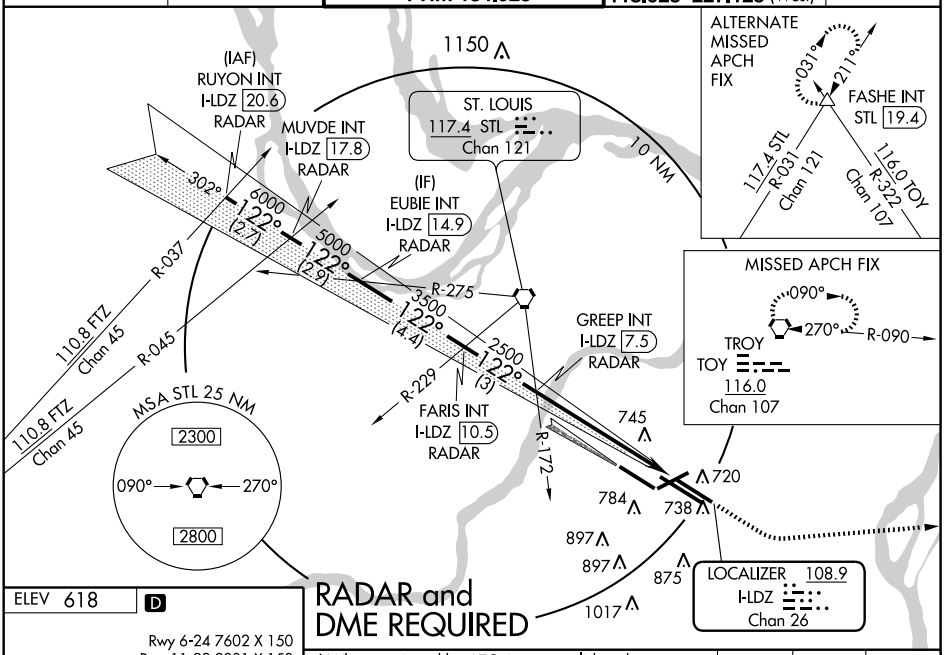
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

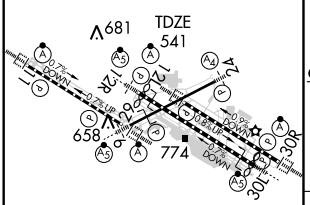


NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

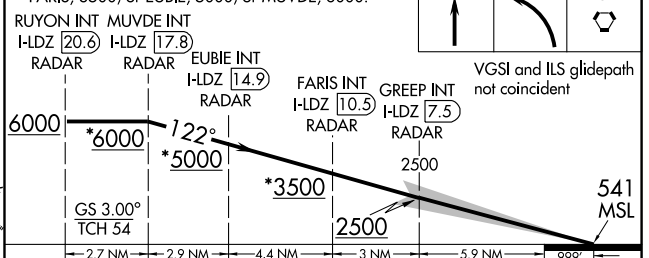


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

*When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500 3000 TOY

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 12L
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

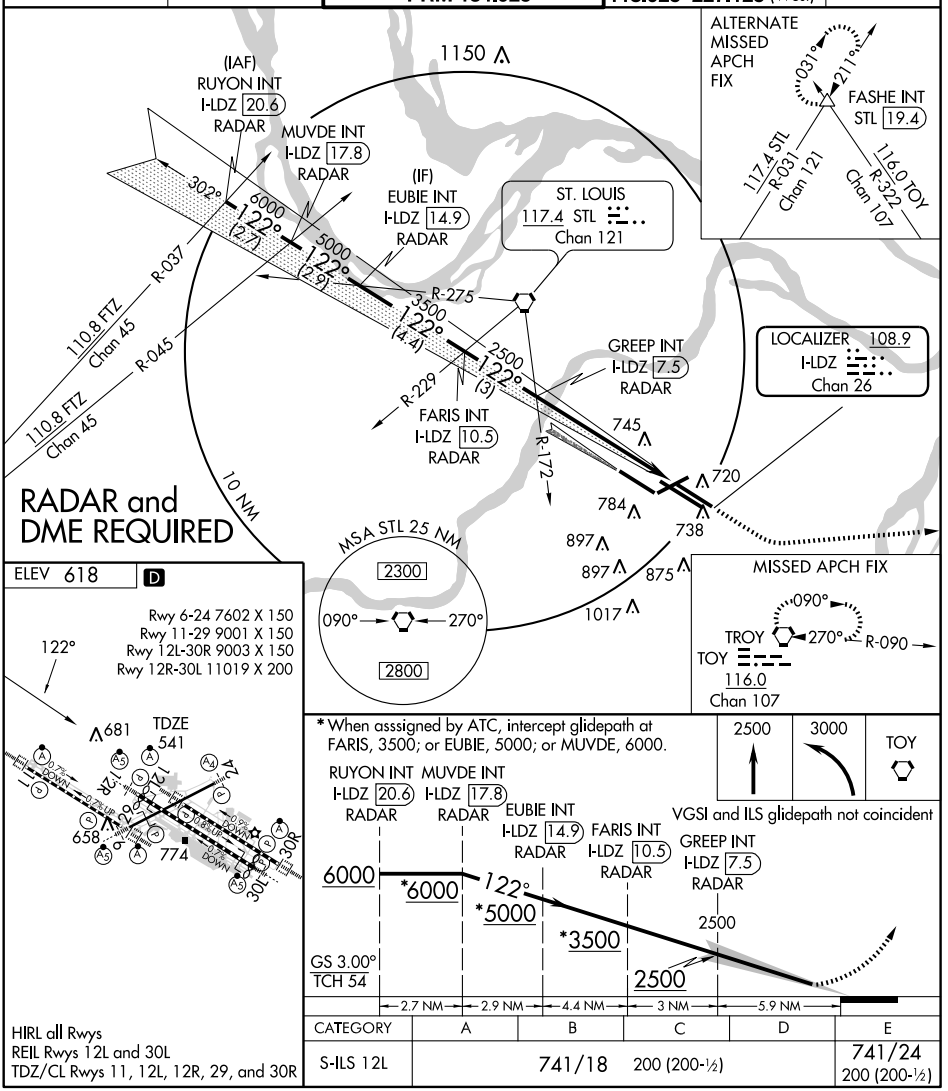
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Procedure not authorized when glideslope not available.
NA Dual VHF comm required.
Disregard MM and IM indications.
See additional requirements on PRM information page.
When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500 | 3000 | TOY

CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 29
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

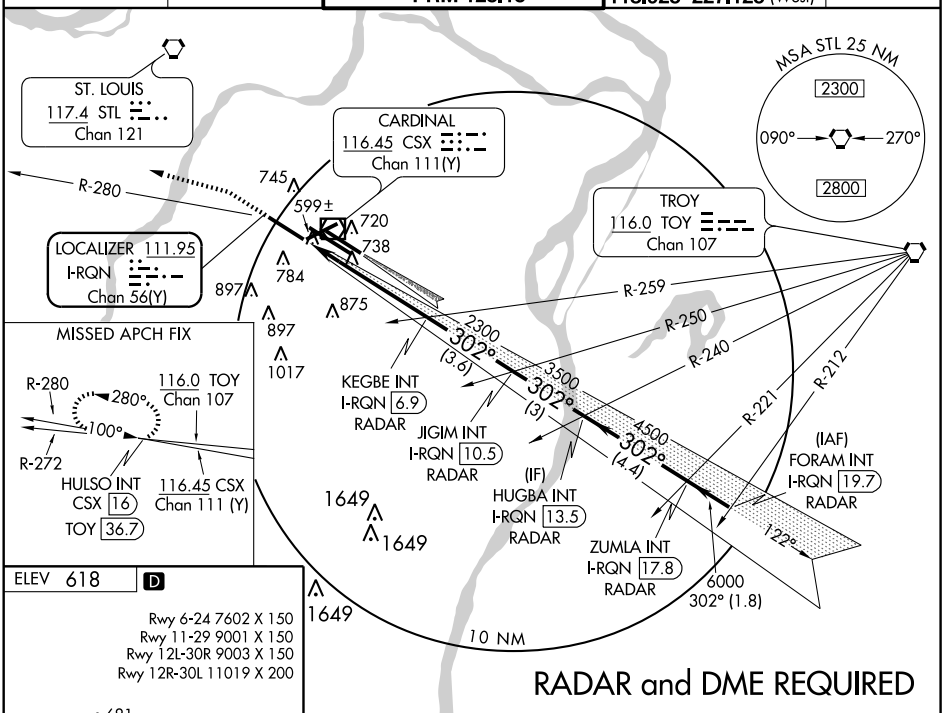
LOC/DME I-RQN	APP CRS	Rwy Idg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

Procedure not authorized when glideslope not available.
Dual VHF comm required. DME Required.
NA See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.
Simultaneous close parallel approach authorized
with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II),
and ILS PRM RWY 30R (CAT III).

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

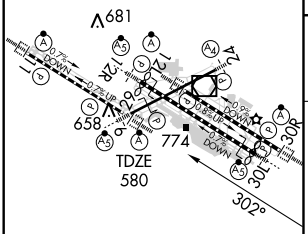
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7	121.9 348.6 (Inbound)	119.5 363.1
		W 132.475 239.275	121.65 387.05 (Outbound)	
		PRM 125.15	118.925 227.125 (West)	



RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

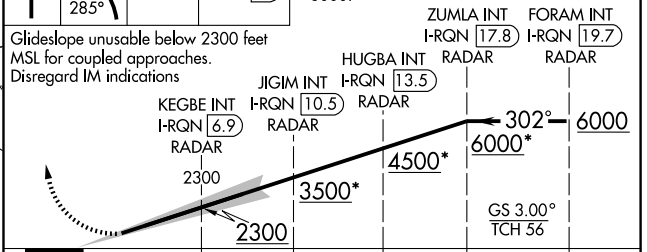


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1040	3000	CSX R-280	HULSO INT CSX 16
	285°		

* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Glideslope unusable below 2300 feet MSL for coupled approaches.
Disregard IM indications



CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-paticipating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 30R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX
R-012
012°
192°
FASHE CSX 23.3
117.4 STL Chan 121
R-031
116.45 CSX Chan 111 (Y)
R-322
116.0 TOY Chan 107

R-012
745
720
784
738
MM
IM
897
897
875
1017
R-258
R-245
R-227
R-212
2100
302°
(4.2)
3500
302°
(4.4)
5000
302°
(2.9)
122°

MSA STL 25 NM
2300
090° 270°
2800

RELEY INT
I-SJW 6.1
RADAR

EXALE INT
I-SJW 10.4
RADAR

HIXOM INT
I-SJW 14.8
RADAR
(IF)

TYRSH INT
I-SJW 17.7
RADAR
(IAF)

TROY
116.0 TOY
Chan 107

ALTERNATE MISSED APCH FIX
090°
270°
R-090
TROY
TOY
116.0
Chan 107

1649
1649

10 NM

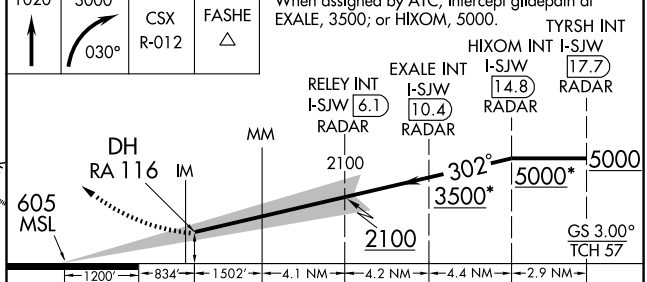
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681
658
774
TDZE 605
12L
12R
30L
30R
RWY 12L-30R TDZ/CL DOWN
RWY 12R-30L TDZ/CL DOWN

1020	3000	CSX	FASHE
	030°	R-012	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 30R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

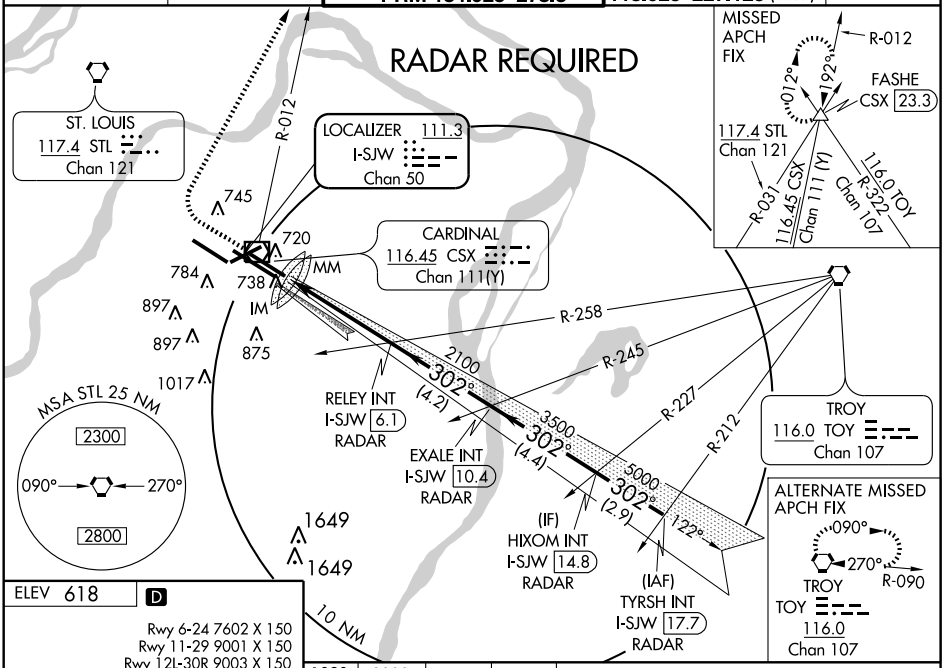
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

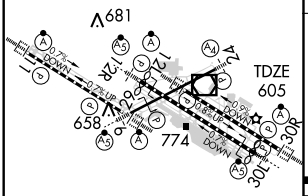
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



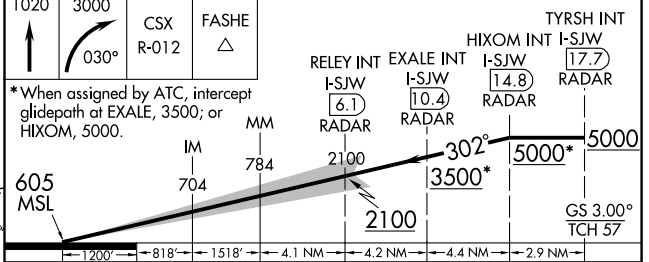
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



1020	3000	CSX	FASHE
	030°	R-012	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R	CAT IIIa	RVR 07		
S-ILS 30R	CAT IIIb	RVR 06		
S-ILS 30R	CAT IIIc	NA		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 26 AUG 2010 to 23 SEP 2010

ILS PRM RWY 30R (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

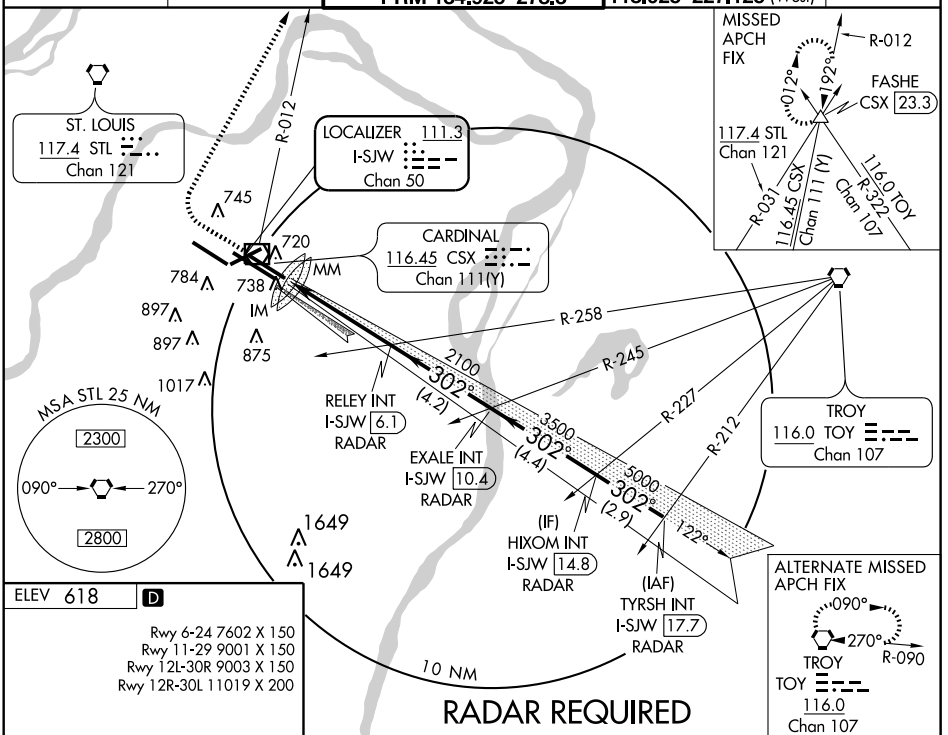
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

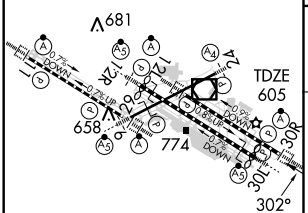
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

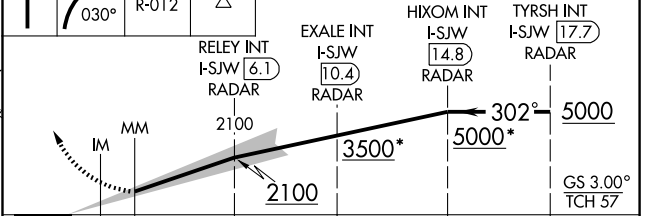
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1020	3000	CSX	FASHE
	030°	R-012	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
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   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

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   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

ILS RWY 11 (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

SISDE INT I-OGZ 17.8 RADAR

302°

5000 122° (2.9)

ST. LOUIS 117.4 STL Chan 121

3500 122° (4.4)

R-276

R-249

2500 122° (3)

R-203

675

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

LOCALIZER 111.95 I-OGZ Chan 56(Y)

CARDINAL 116.45 CSX Chan 111(Y)

110.8 FTZ Chan 45

R-041

1128

745

720

IM

897

784

738

897

875

1017

MSA STL 25 NM

2300

090° 270°

2800

10 NM

R-170

MISSED APCH FIX

116.45 CSX Chan 111(Y)

R-170

R-185

117.4 STL Chan 121

116.0 TOY Chan 107 R-229

IMPER STL 24.8 CSX 18.1

350°

170°

R-185

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

TDZE 618 681

658 774

12L 30R 12R 30L

0.7% UP 0.7% DOWN 0.7% UP 0.7% DOWN

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	

SISDE INT I-OGZ 17.8 RADAR

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

DH RA 187

5000 122° *5000

*3500

2500

IM

618 MSL

GS 3.00° TCH 55

2.9 NM 4.4 NM 3 NM 5.5 NM 1128' 1209'

CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

ILS RWY 11 (CAT III)

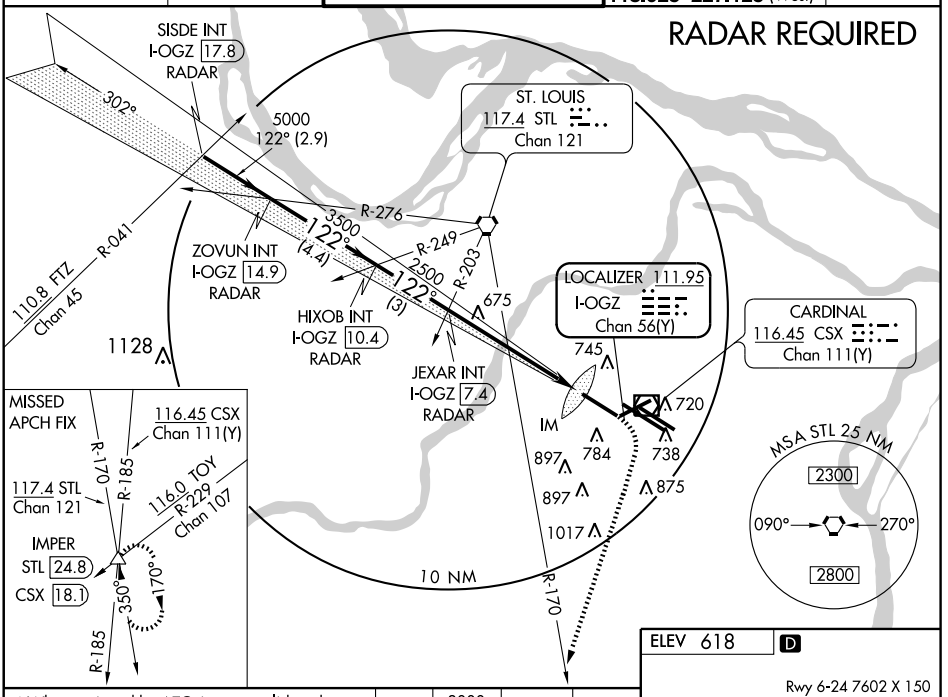
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

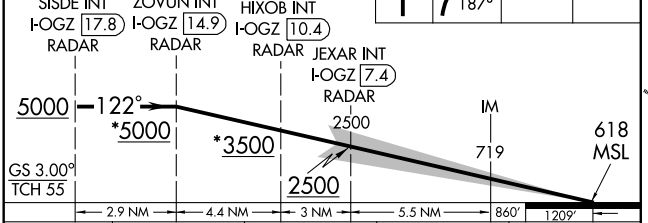
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
↑	187°	R-170	△

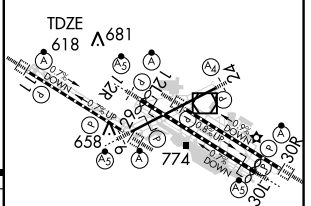


CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

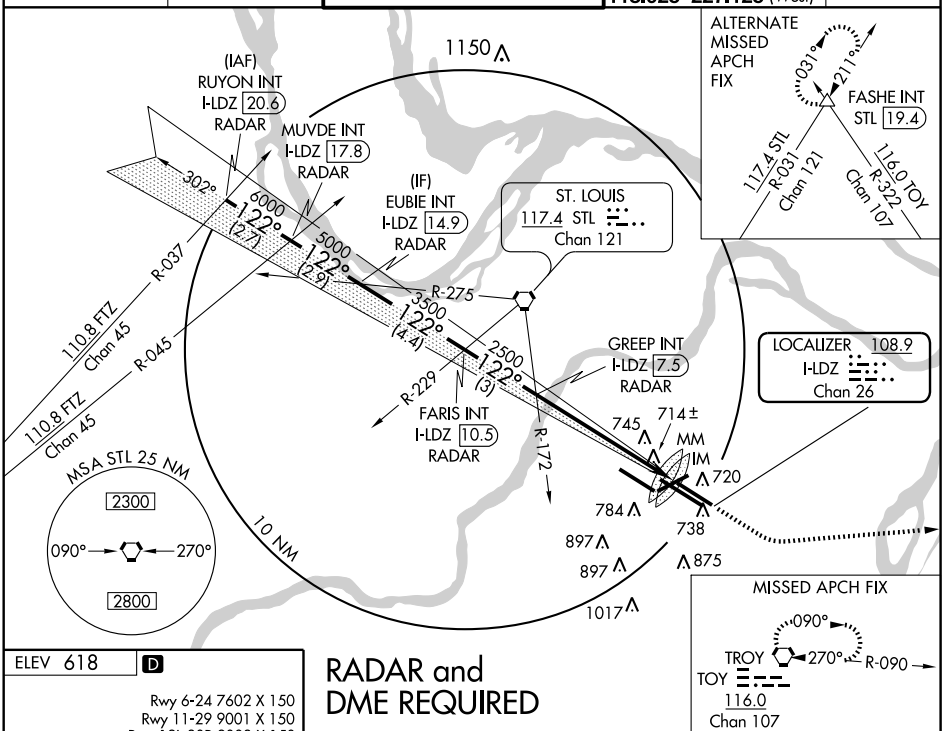
ILS RWY 12L (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

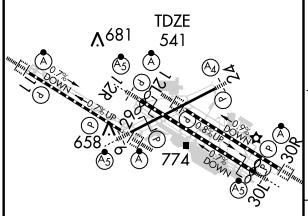
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



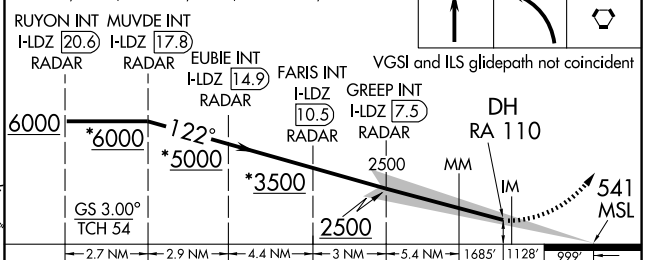
HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR and DME REQUIRED

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500 3000 TOY

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L	RA 110/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

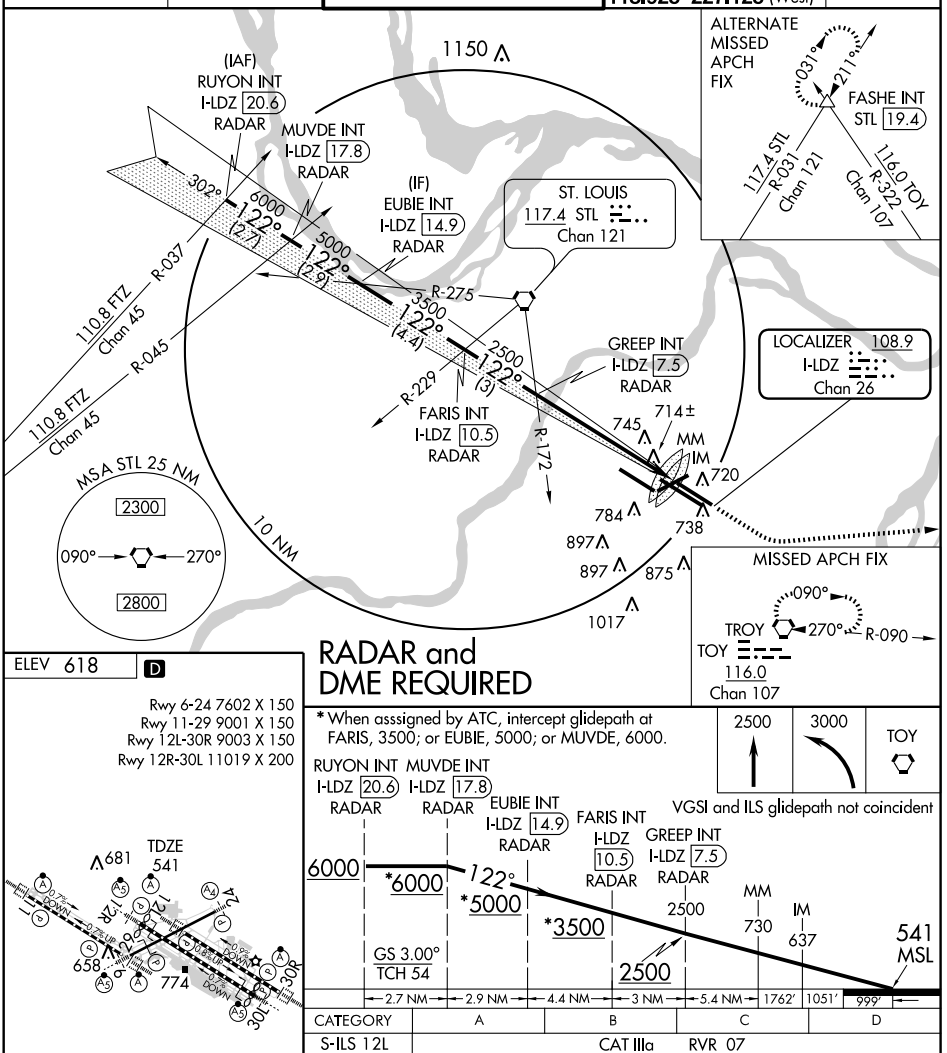
ILS RWY 12L (CAT III)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500	3000	TOY
↑	↱	⬡

VGSI and ILS glidepath not coincident

CATEGORY	A	B	C	D
S-ILS 12L	CAT IIIa	RVR 07		
S-ILS 12L	CAT IIIb	RVR 06		
S-ILS 12L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS RWY 30R (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 012° 192° FASHE CSX 23.3

117.4 STL Chan 121 R-031 116.45 CSX Chan 111 (Y) 116.0 TOY R-322 Chan 107

745 720 784 738 897 897 1017 875 IM 759± 2100 302° (4.2) 3500 302° (4.4) 5000 302° (2.9) 122° R-258 R-245 R-227 R-212

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM 2300 090° 270° 2800

1649 1649 1649

10 NM

ALTERNATE MISSED APCH FIX 090° 270° R-090 TROY TOY 116.0 Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 658 774 TDZE 605 12R 30L

1020	3000	CSX	FASHE
↑	030°	R-012	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

HIXOM INT I-SJW 14.8 RADAR

TYRSH INT I-SJW 17.7 RADAR

DH RA 116 2100 IM 605 MSL 302° 3500* 5000* 5000 2100 GS 3.00° TCH 57

1200′ 834′ 4.4 NM 4.2 NM 4.4 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS RWY 30R (CAT III)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 FASHE CSX 23.3 117.4 STL Chan 121 R-031 116.45 CSX Chan 111 (Y) 092° 012° 1160.0 TOY R-322 Chan 107

TROY 116.0 TOY Chan 107

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

MSA STL 25 NM 2300 090° 270° 2800

ALTERNATE MISSED APCH FIX 090° 270° TROY R-090 TOY 116.0 Chan 107

10 NM

ELEV 618 D

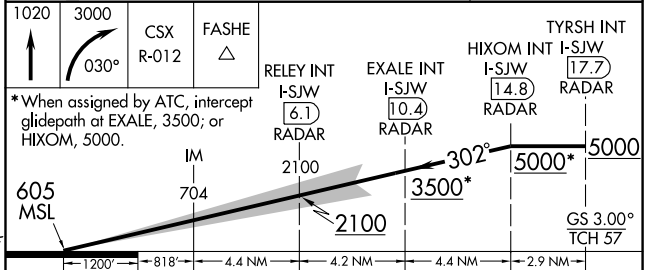
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

TDZE 605

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1020	3000	CSX	FASHE
	030°	R-012	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R	CAT IIIa	RVR 07		
S-ILS 30R	CAT IIIb	RVR 06		
S-ILS 30R	CAT IIIc	NA		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC/DME I-RMK	APP CRS	Rwy Idg 10818
111.75	305°	TDZE 583
Chan 54 (Y)		Apt Elev 618

LDA/DME RWY 30L

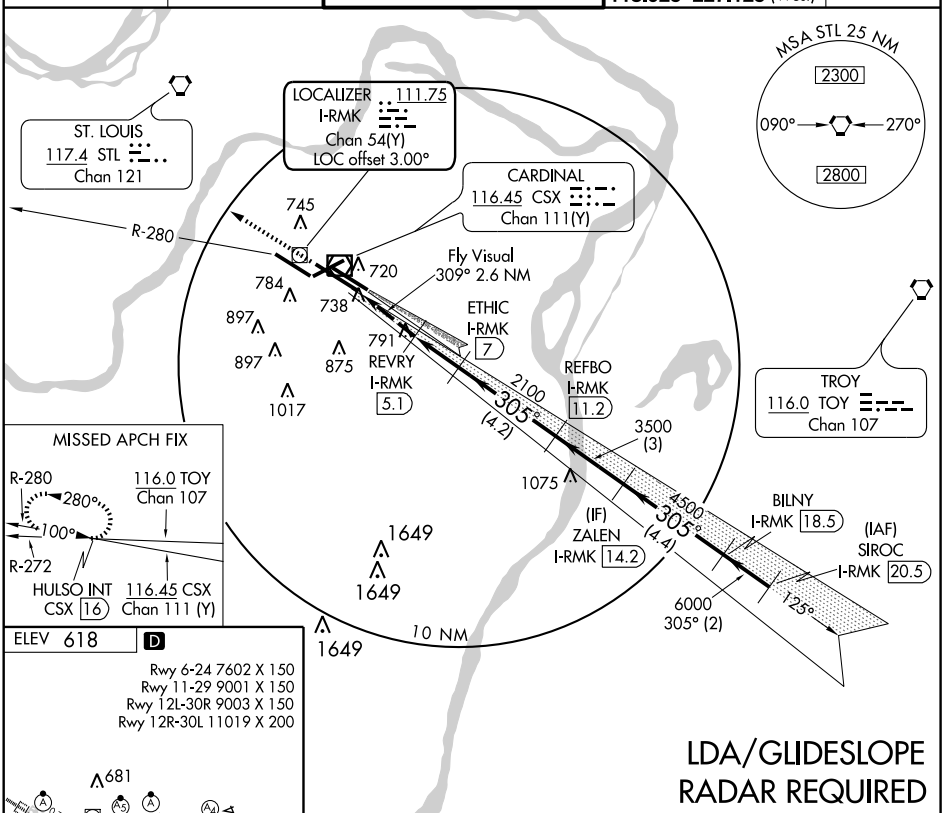
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T Inoperative table does not apply.
NA Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.

MALSR

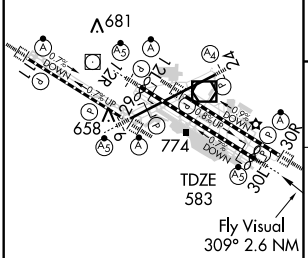
MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

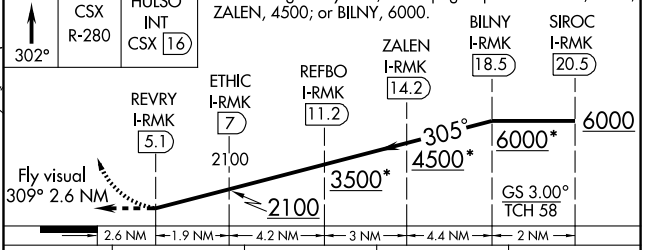
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



LDA/GLIDESLOPE RADAR REQUIRED

3000	CSX	HULSO INT
302°	R-280	CSX 16

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.



CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

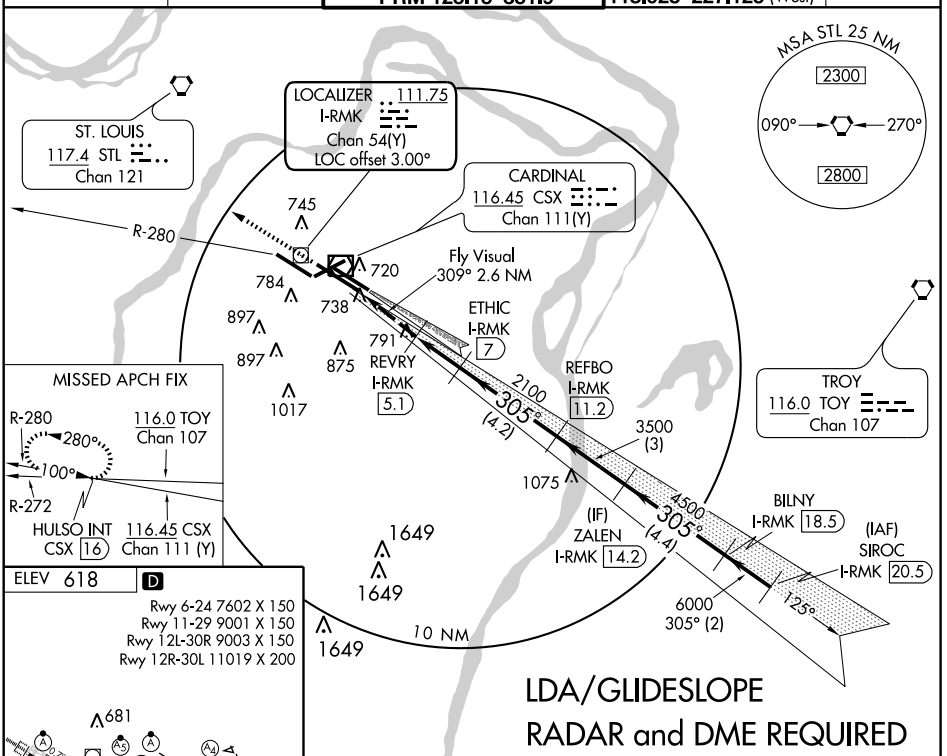
LOC/DME I-RMK	APP CRS	Rwy Idg 10818
111.75	305°	TDZE 583
Chan 54 (Y)		Apt Elev 618

T
NA Inoperative table does not apply.
Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.
Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with ILS PRM Rwy 30R.
Dual VHF required.
See additional requirements on PRM information page.

MALSR

MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

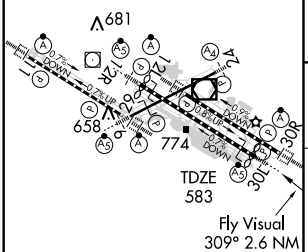
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 351.9	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

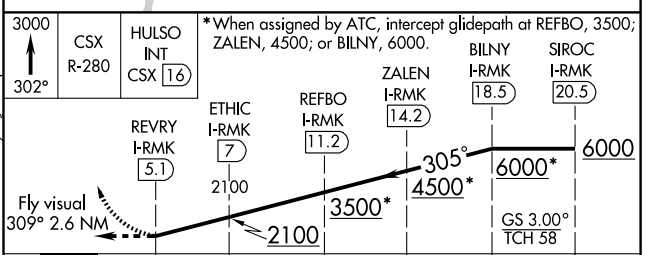


LDA/GLIDESLOPE
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

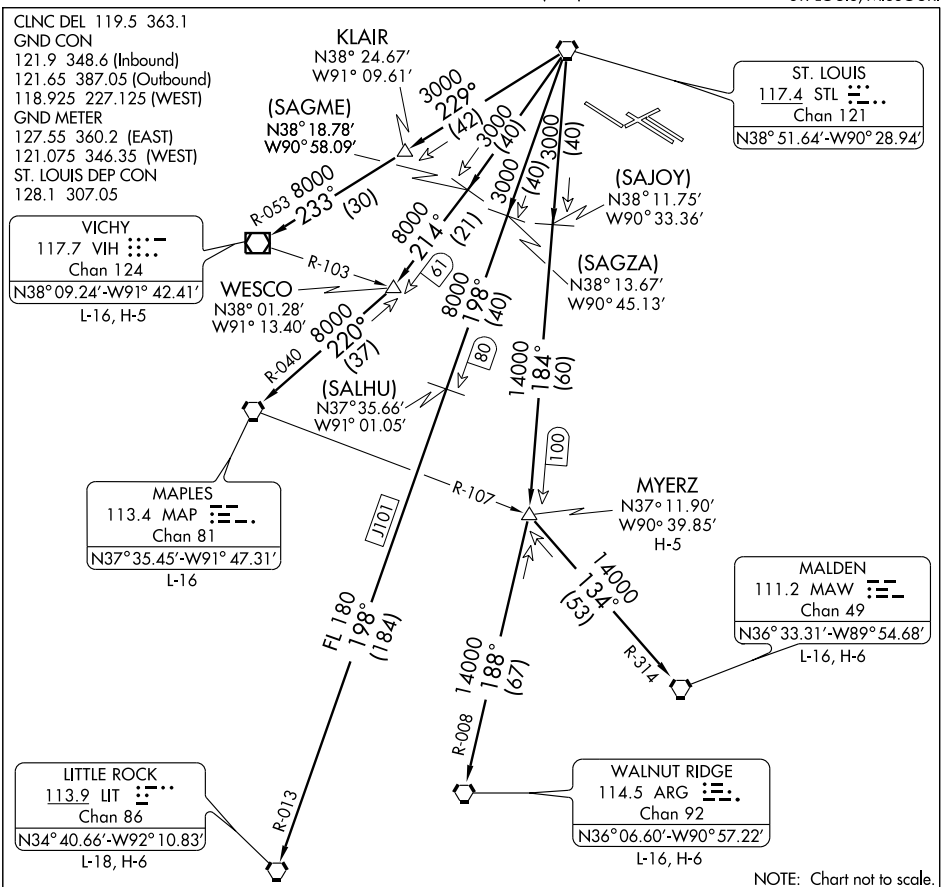
5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

   (a) The ILS traffic is in sight and is expected to remain in sight.
   (b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
   (c) The runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

NC-3, 26 AUG 2010 to 23 SEP 2010

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

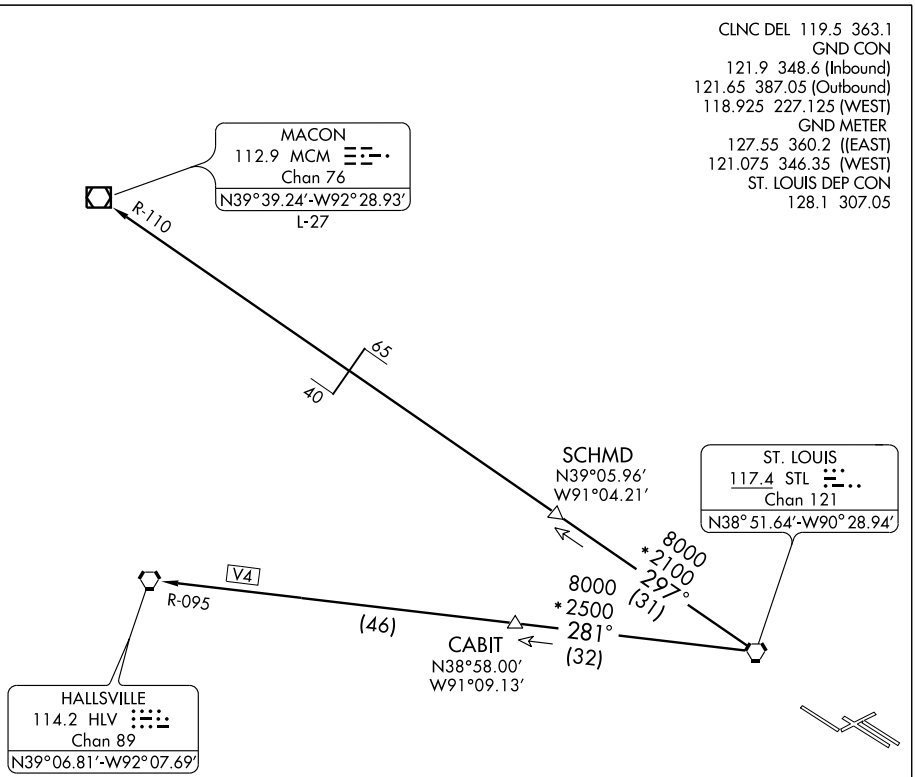
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281and HLV R-095 to HLV VORTAC.

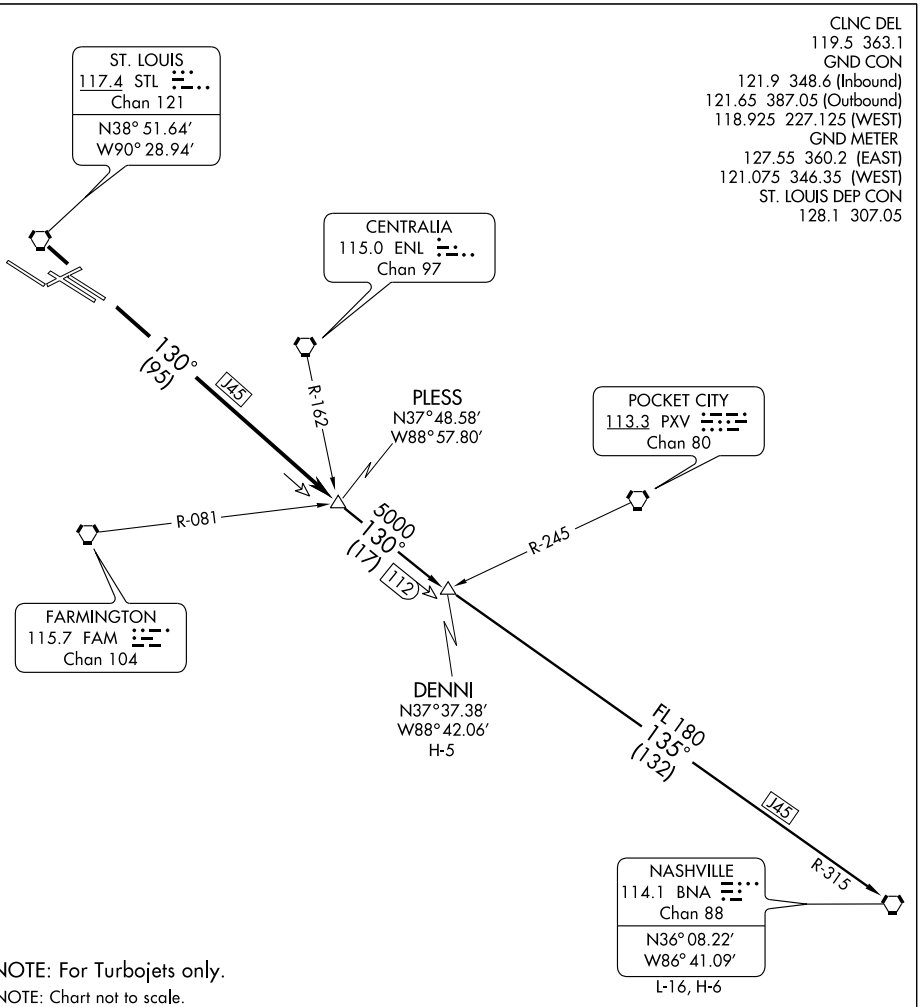
MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 26 AUG 2010 to 23 SEP 2010

PLESS ONE DEPARTURE

SL-360 (FAA)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

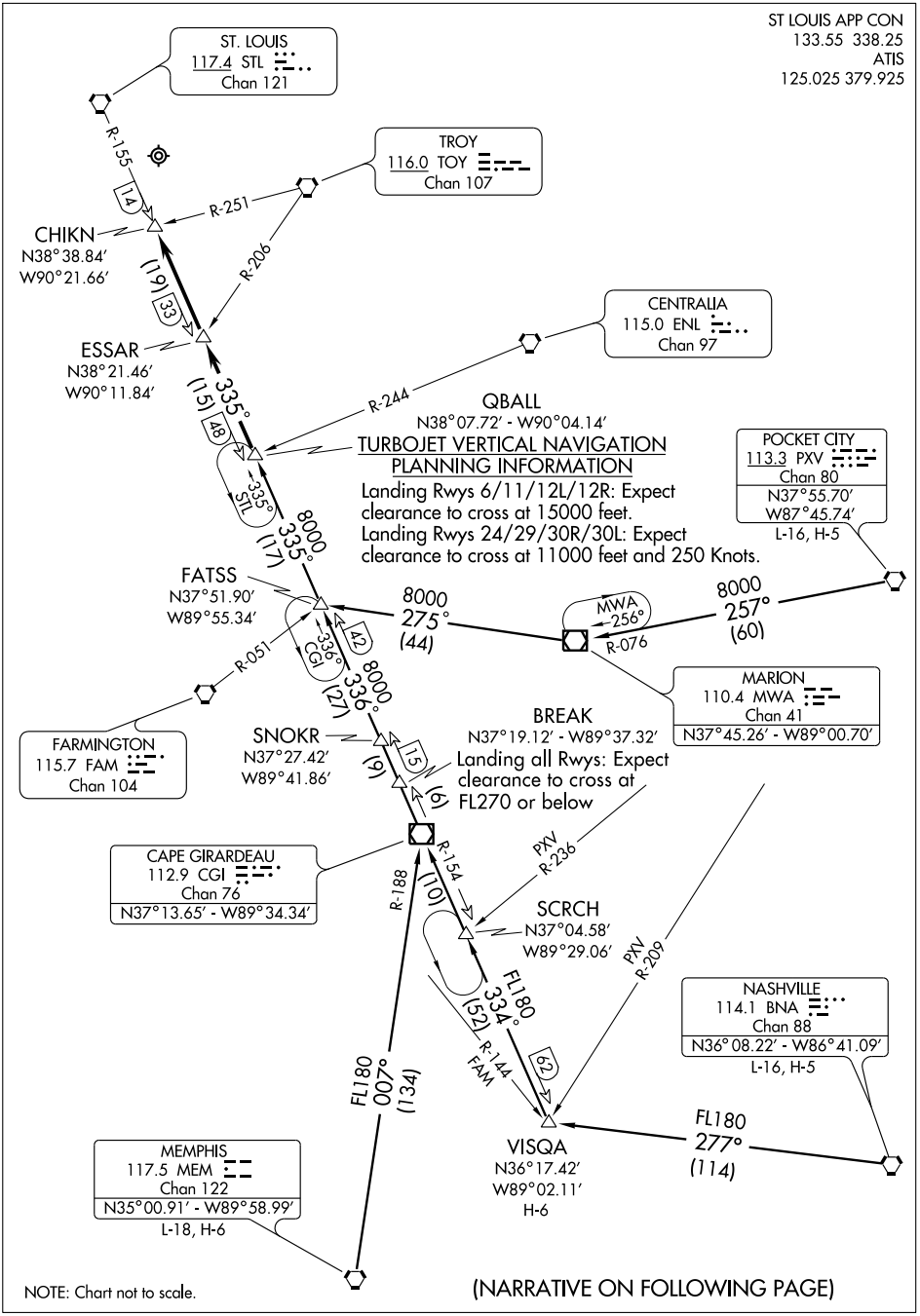
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

QBALL SIX ARRIVAL

ST-360 (FAA)

LAMBERT ST-LOUIS INTL
ST. LOUIS, MISSOURI



NC-3, 26 AUG 2010 to 23 SEP 2010

QBALL SIX ARRIVAL
(QBALL.QBALL6) 09239

ST. LOUIS, MISSOURI
LAMBERT ST-LOUIS INTL

ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

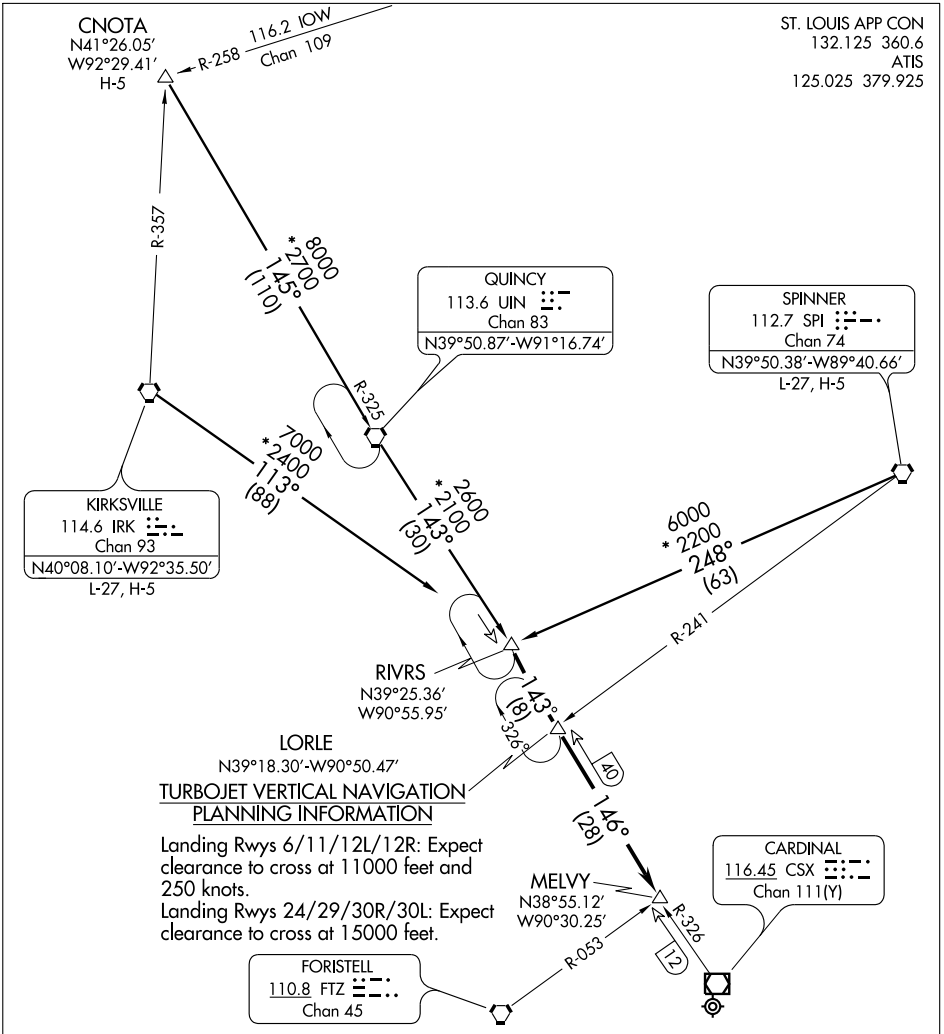
. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI



NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	7602
063°	TDZE	551
	Apt Elev	604

RNAV (GPS) RWY 6

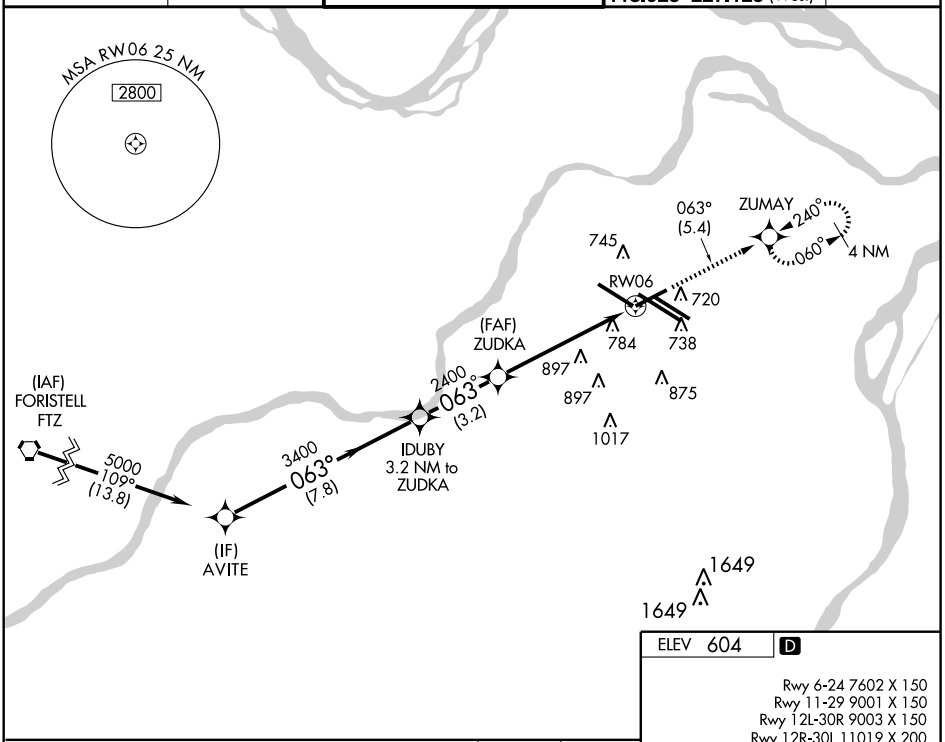
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16° C (3°F)

MALSR

MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.

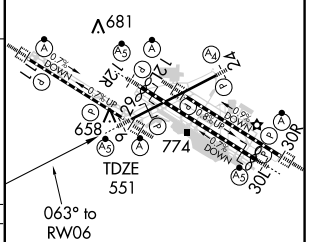
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1040/60 489 (500-1½)				
LNAV MDA	1160/40 609 (600-¾)		1160/60 609 (600-1¼)	1160-1½ 609 (600-1½)	1160-1¾ 609 (600-1¾)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9001
CH 82699	122°	TDZE	618
W11A		Apt Elev	618

RNAV (GPS) RWY 11

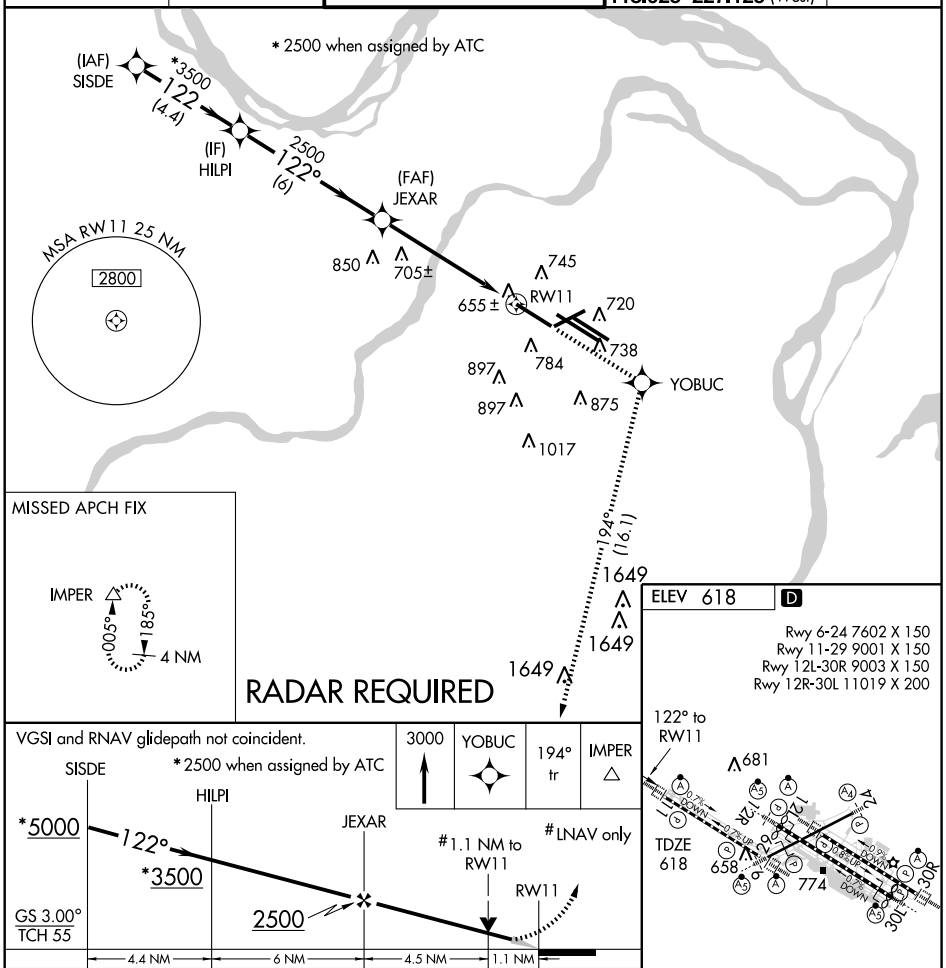
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T A For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



CATEGORY	A	B	C	D	E
LPV DA	868/24 250 (300-½)				
LNAV/VNAV DA	960/40 342 (400-¾)				
LNAV MDA	1020/24 402 (500-½)		1020/40 402 (500-¾)	1020/50 402 (500-1)	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9003
CH 69499	122°	TDZE	541
W12A		Apt Elev	618

RNAV (GPS) RWY 12L

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

1150

MISSED APCH FIX

TROY TOY

082° 262°

4 NM

(IAF) RUYON

4000

122°

(5.6)

(IF) EUBIE

2500

122°

(7.4)

(FAF) GREEP

745 741± 720 784 RW12L 738 897 897 875 1017

MSA RW12L 25 NM

2800

070°

ODITY

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

122° to RW12L

681 TDZE 541 658 774

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR REQUIRED

3000	ODITY	070° tr	TOY

RUYON EUBIE GREEP RW12L

5000 122° 4000 2500

*1.4 NM to RW12L

*LNAV only

GS 3.00° TCH 54

5.6 NM 7.4 NM 4.5 NM 1.4

CATEGORY	A	B	C	D	E
LPV DA	951/50 410 (400-1)				
LNAV/VNAV DA	1040/60 499 (500-1¼)				
LNAV MDA	1040/24 499 (500-½)		1040/40 499 (500-¾)	1040/50 499 (500-1)	1040/60 499 (500-1¼)

RNAV (GPS) RWY 12R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

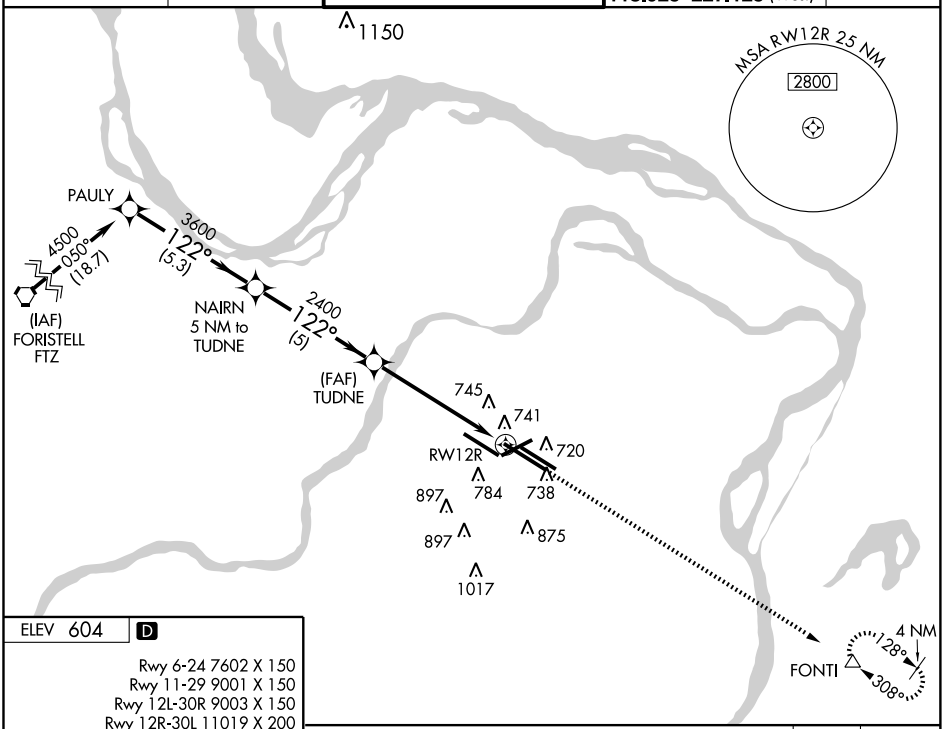
APP CRS	Rwy Idg	10552
122°	TDZE	540
	Apt Elev	604

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16° C (3° F)

MALSR

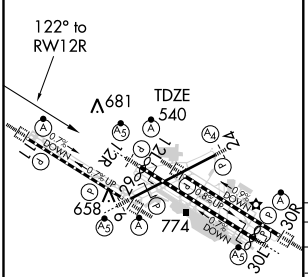
MISSED APPROACH: Climb to 5000 direct FONTI and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

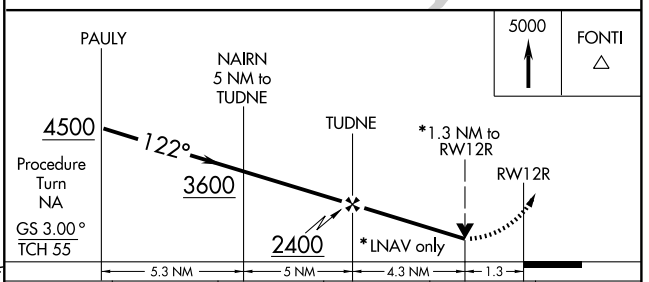


ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1102-1½ 562 (500-1½)				
LNAV MDA	1000/40 460 (400-¾)			1000/50 460 (400-1)	1000-1½ 460 (400-1½)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

RNAV (GPS) RWY 24

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

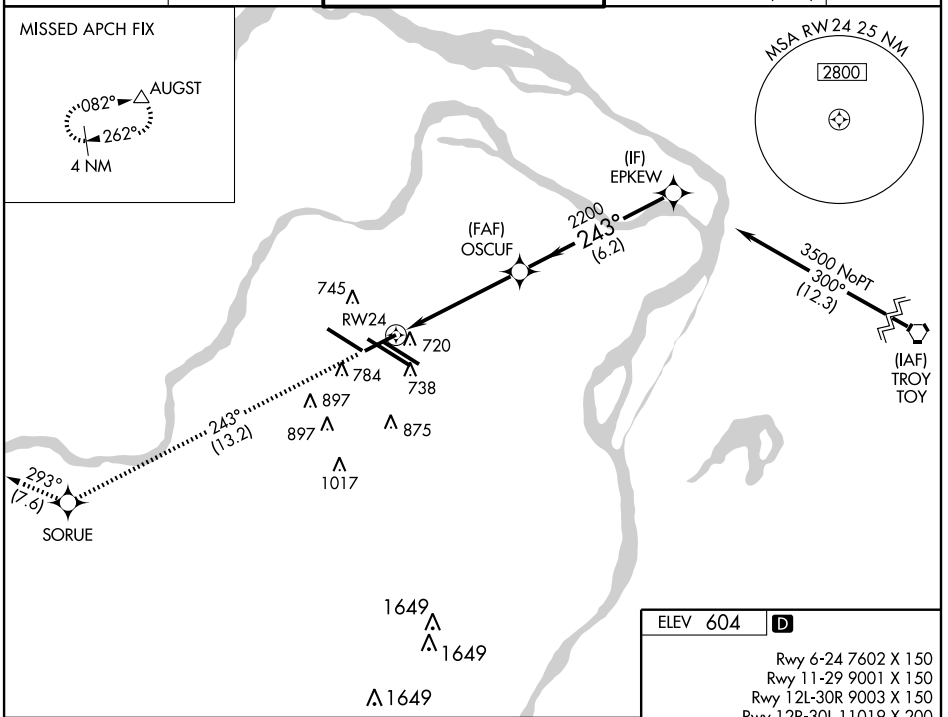
APP CRS	Rwy Idg	7602
243°	TDZE	534
	Apt Elev	604

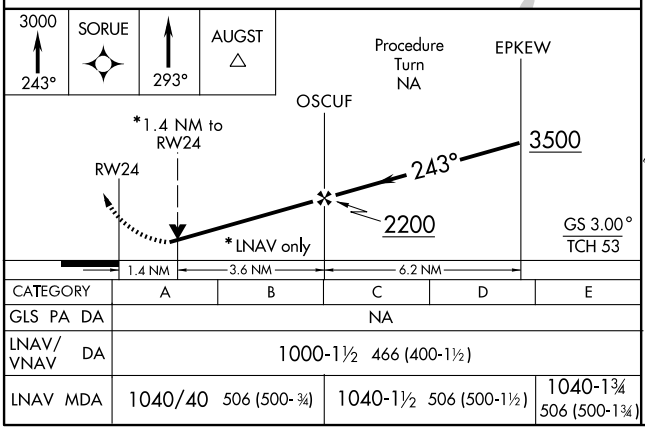
Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C.
Baro-VNAV NA below -16° C (3°F)
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 via 243° course to SORUE WP then via 293° course to AUGST WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

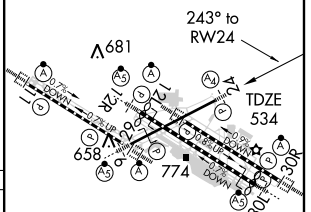




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000-1½ 466 (400-1½)				
LNAV MDA	1040/40 506 (500-¾)		1040-1½ 506 (500-1½)		1040-1¾ 506 (500-1¾)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	9001
CH 42500	302°	TDZE	580
W29A		Apt Elev	618

RNAV (GPS) RWY 29

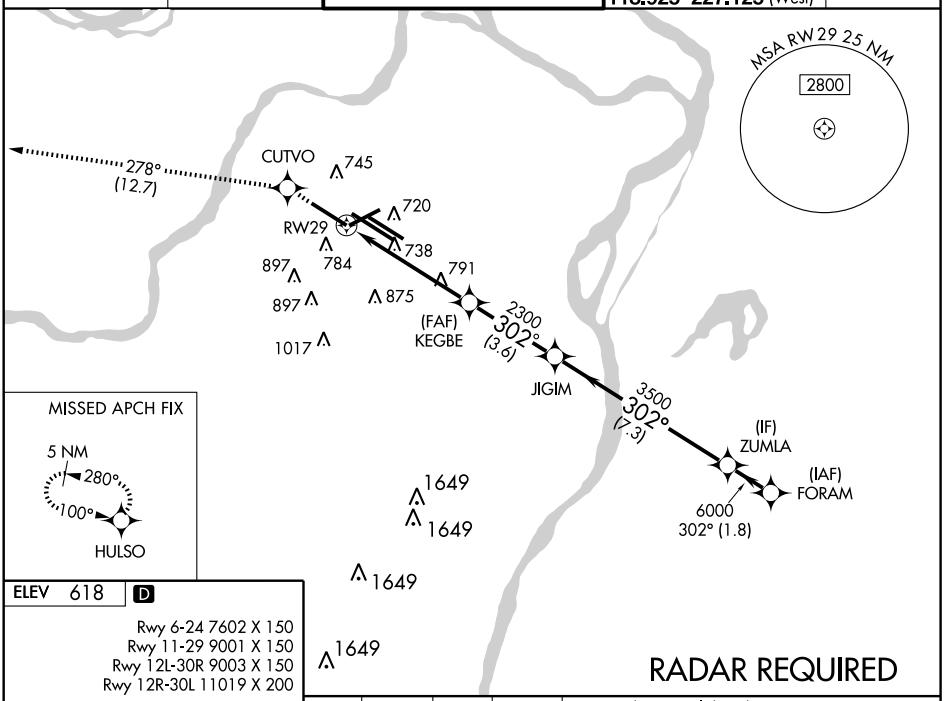
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperatvie ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾ .

ALSF-2

MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

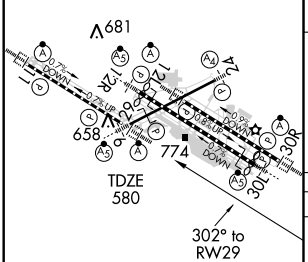
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

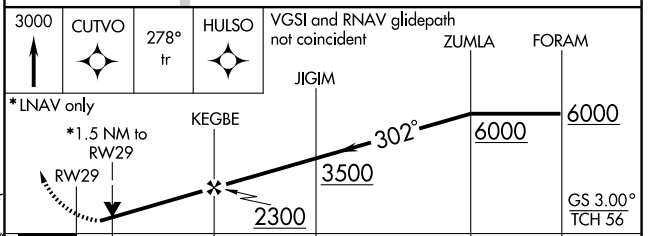


ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

RADAR REQUIRED





CATEGORY	A	B	C	D	E
LPV DA	943/40 363 (400-¾)				
LNAV/VNAV DA	1074/60 494 (500-1¼)				
LNAV MDA	1100/40 520 (500-¾)	1100/50 520 (500-1)	1100/60 520 (500-1¼)		

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	10818
302°	TDZE	583
	Apt Elev	604

RNAV (GPS) RWY 30L

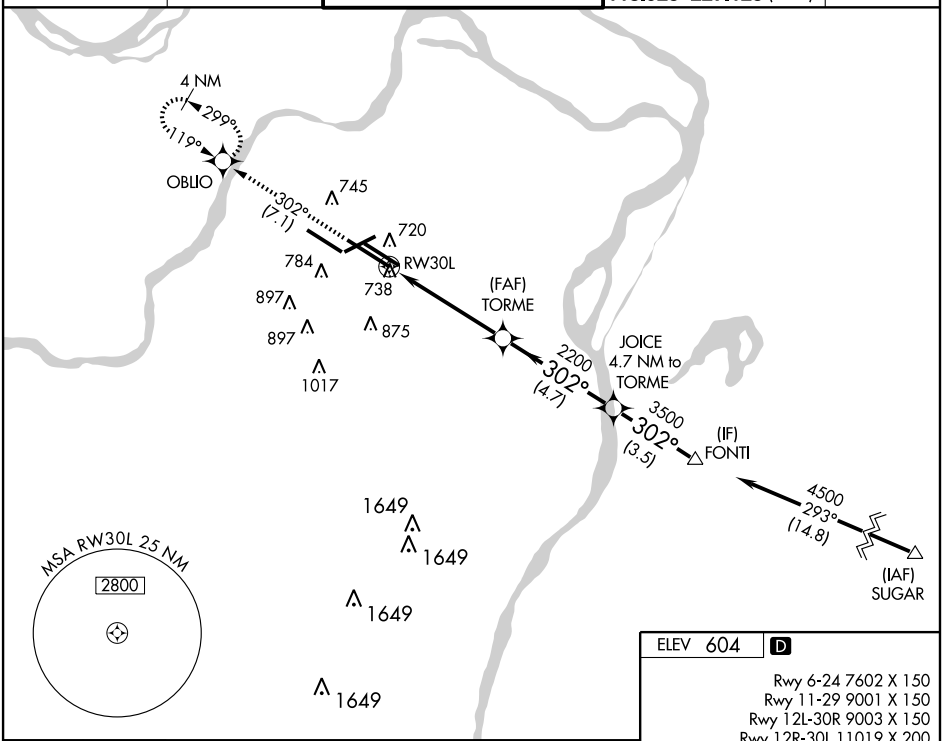
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

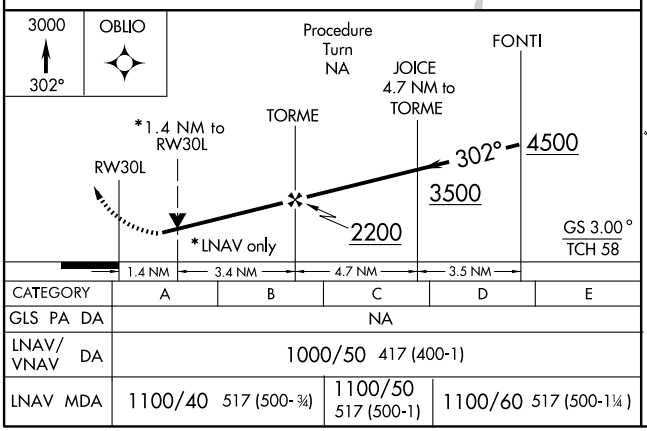
T NA — For inoperative MALSR: increase LNAV Cats A/B to RVR 5000. Baro-VNAV NA below -16°C (3°F). GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

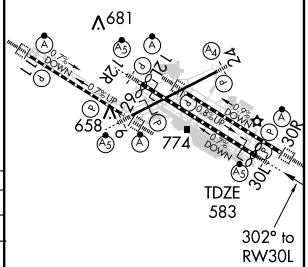




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/50 417 (400-1)				
LNAV MDA	1100/40 517 (500-¾)		1100/50 517 (500-1)		1100/60 517 (500-1¼)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

WAAS	APP CRS	Rwy Idg	9003
CH 73000	302°	TDZE	605
W30A		Apt Elev	618

RNAV (GPS) RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

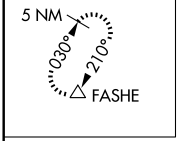
ALSF-2

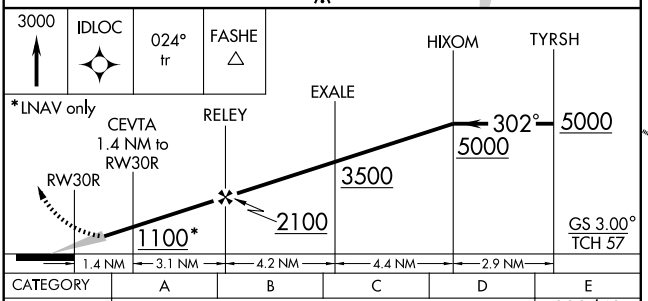
MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

MISSED APCH FIX

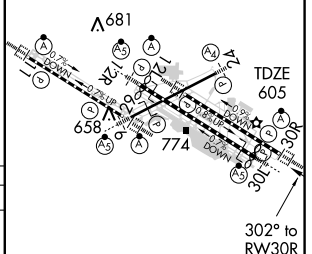




CATEGORY	A	B	C	D	E
LPV DA	908/24 303 (300-½)				908/40 303 (300-¾)
LNAV/VNAV DA	973/40 368 (400-¾)				
LNAV MDA	1000/24 395 (400-½)			1000/50 395 (400-1)	

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 12R

VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy ldg 10,552 TDZE 540 Arpt Elev 618

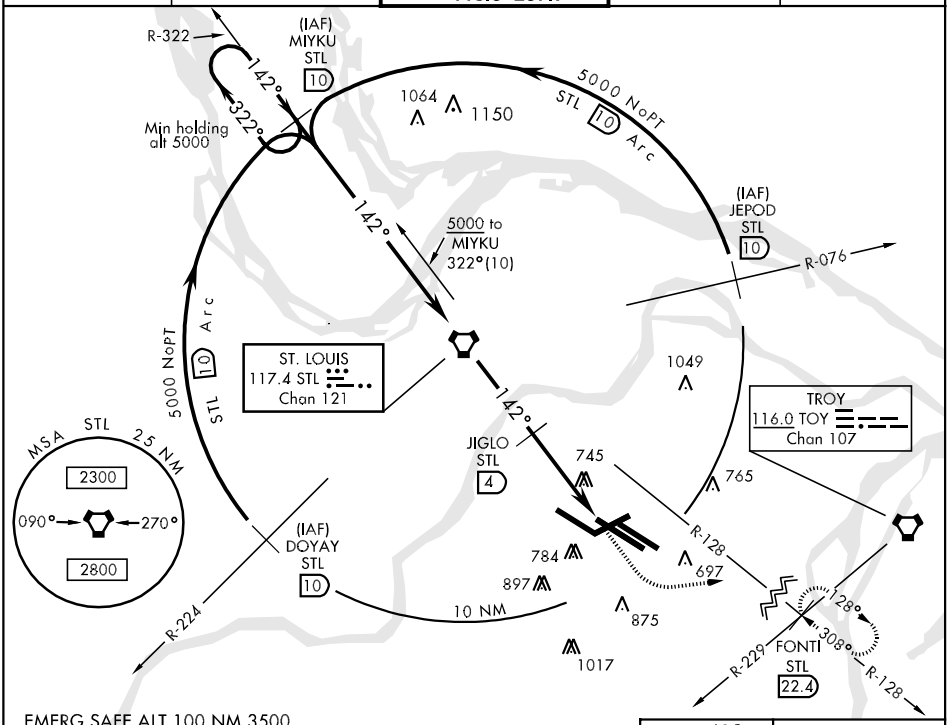
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

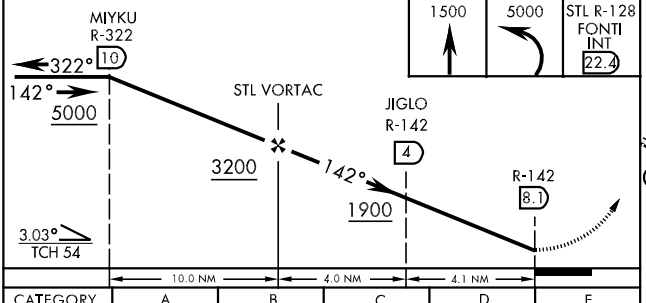
N/A * Inoperative table does not apply.
Visibility reduction by helicopters NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1



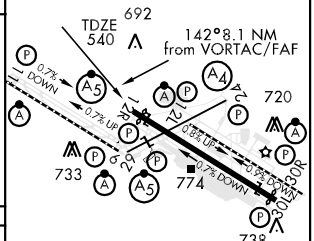


1500	5000	STL R-128 FONTI INT 22.4

CATEGORY	A	B	C	D	E
S-12R *	1060/50	520 (500-1)	1060-1½ 520(500-1½)	1060-1¾	520 (500-1¾)
CIRCLING	NOT AUTHORIZED				

ELEV 618

Rwy 6-24 7602 x 150
Rwy 11-29 9001 x 150
Rwy 12L-30R 9003 x 150
Rwy 12R-30L 11,019 x 200



Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TACAN RWY 30L

VORTAC STL	APCH CRS	Rwy ldg 10,818
117.4	318°	TDZE 583
Chan 121		Arpt Elev 618

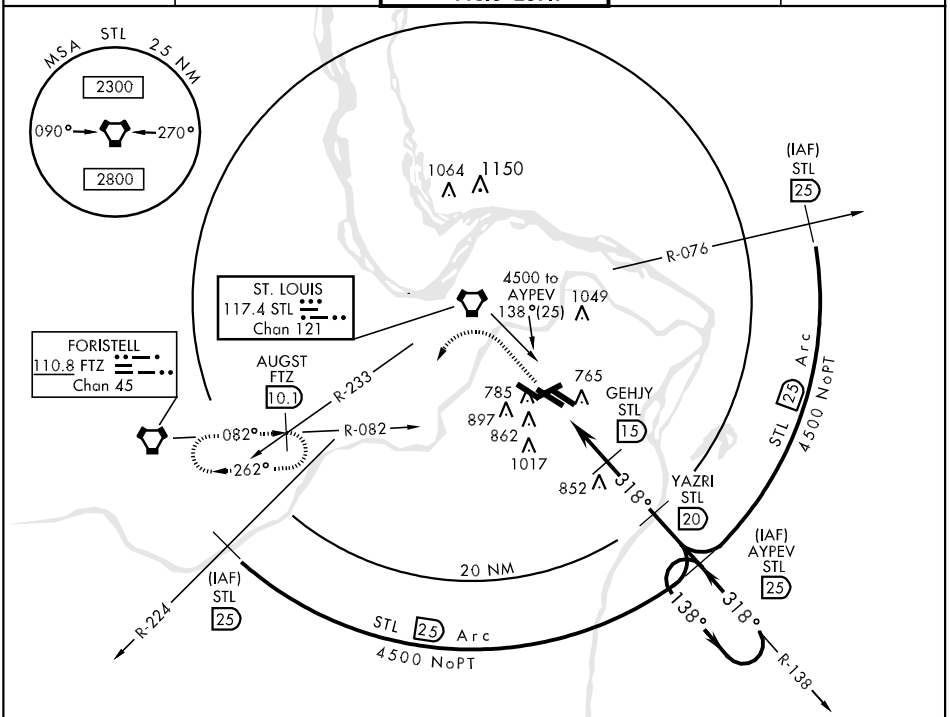
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

▲ N/A * Inoperative table does not apply.

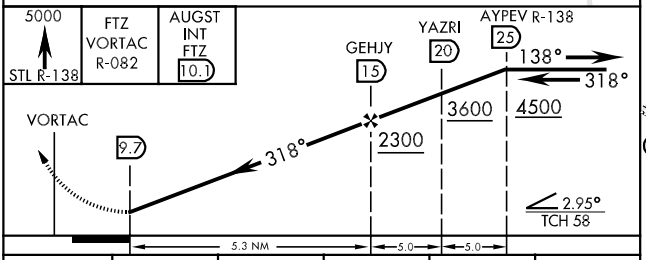
MALSR A5

MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1



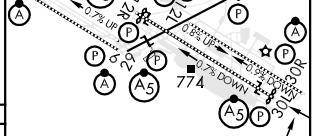
EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-30L *	1100/50	517 (500-1)	1100-1½ 517(500-1½)	1100-1¾	517 (500-1¾)
CIRCLING	NOT AUTHORIZED				

ELEV 618

Rwy 6-24 7602 x 150
Rwy 11-29 9001 x 150
Rwy 12L-30R 9003 x 150
Rwy 12R-30L 11,019 x 200



Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

318° 5.3 NM from FAF

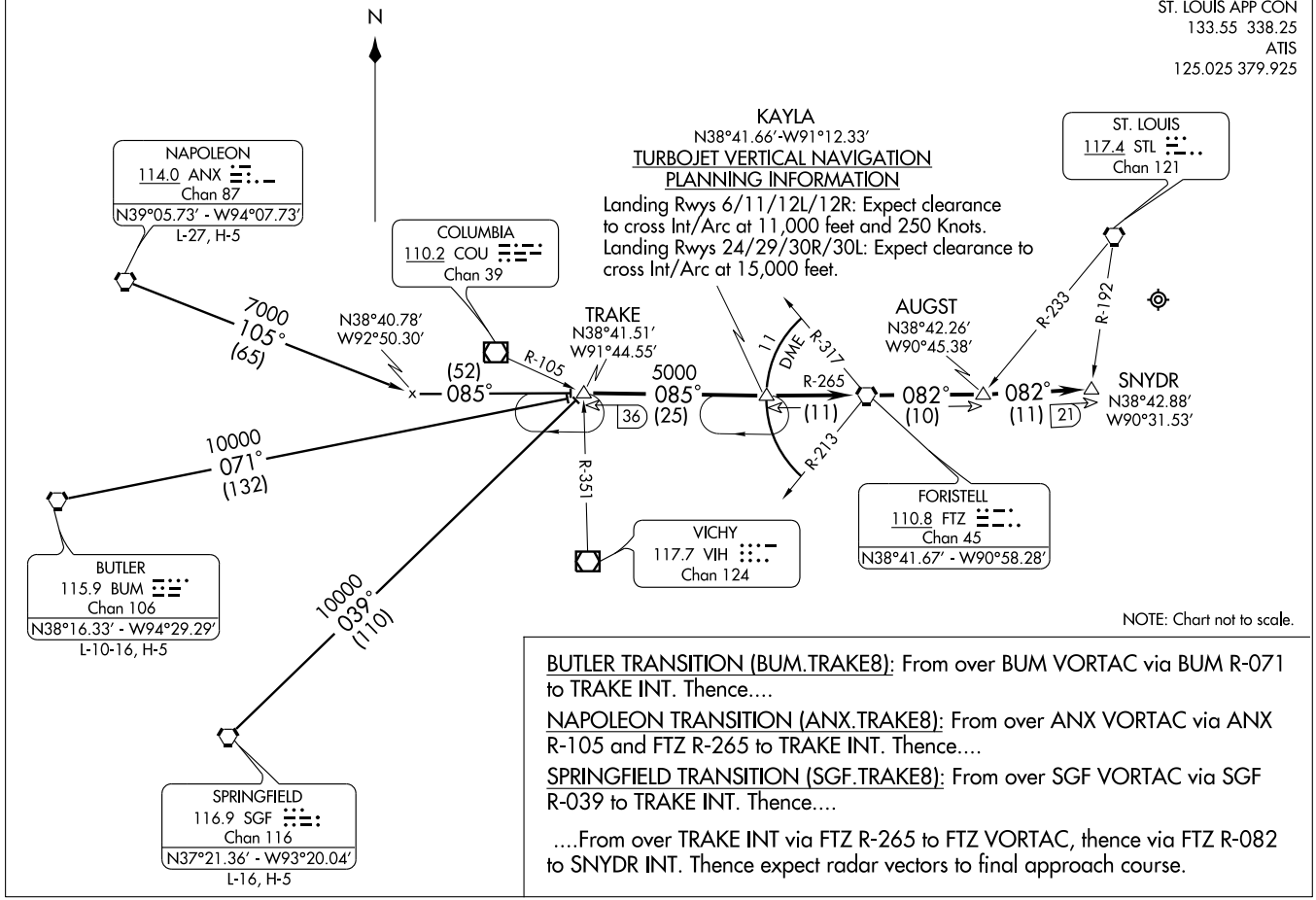
NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TRAKE EIGHT ARRIVAL

(TRAKE.TRAKE8) 09295

ST. LOUIS, MISSOURI

LAMBERT-ST. LOUIS INTL



BUTLER TRANSITION (BUM.TRAKE8): From over BUM VORTAC via BUM R-071 to TRAKE INT. Thence....

NAPOLEON TRANSITION (ANX.TRAKE8): From over ANX VORTAC via ANX R-105 and FTZ R-265 to TRAKE INT. Thence....

SPRINGFIELD TRANSITION (SGF.TRAKE8): From over SGF VORTAC via SGF R-039 to TRAKE INT. Thence....

....From over TRAKE INT via FTZ R-265 to FTZ VORTAC, thence via FTZ R-082 to SNYDR INT. Thence expect radar vectors to final approach course.

(TRAKE.TRAKE8) 09295

TRAKE EIGHT ARRIVAL

LAMBERT-ST. LOUIS INTL

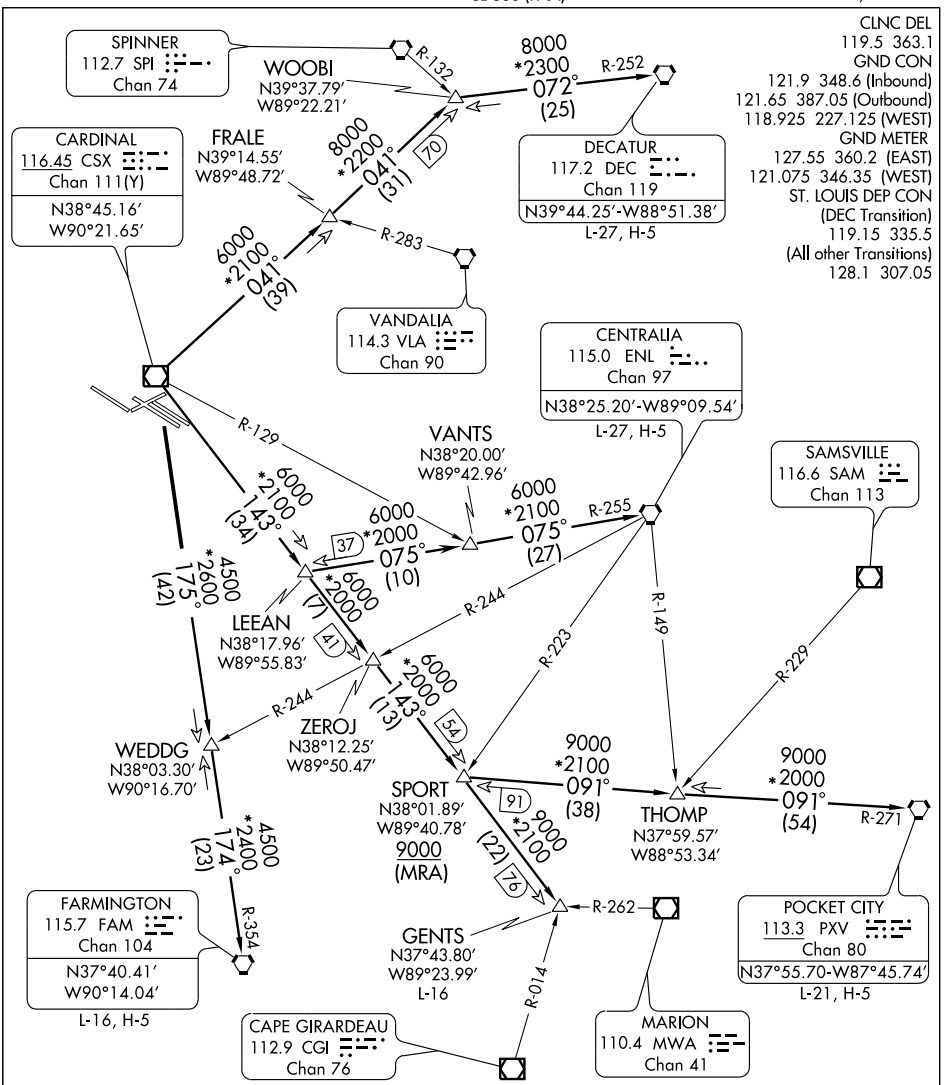
ST. LOUIS, MISSOURI

ST-360 (FAA)

TURBO FIVE DEPARTURE

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

SL-360 (FAA)



TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276' per NM to 800.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

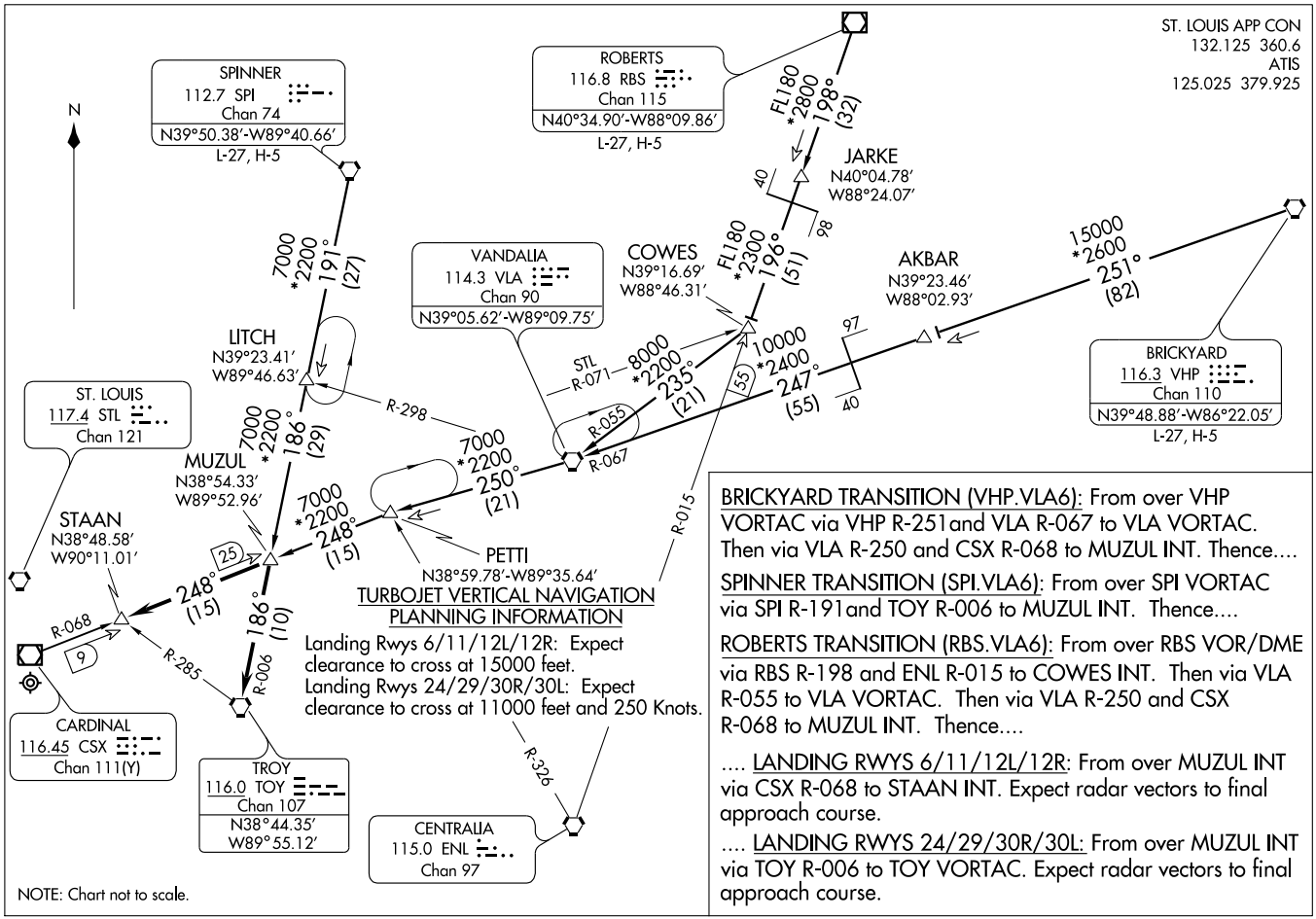
NC-3, 26 AUG 2010 to 23 SEP 2010

VANDALIA SIX ARRIVAL

(VLA.VLA6) 08325

ST. LOUIS, MISSOURI

LAMBERT-ST. LOUIS INTL



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing Rwys 6/11/12L/12R: Expect clearance to cross at 15000 feet.
Landing Rwys 24/29/30R/30L: Expect clearance to cross at 11000 feet and 250 Knots.

NOTE: Chart not to scale.

BRICKYARD TRANSITION (VHP.VLA6): From over VHP VORTAC via VHP R-251and VLA R-067 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

SPINNER TRANSITION (SPI.VLA6): From over SPI VORTAC via SPI R-191and TOY R-006 to MUZUL INT. Thence....

ROBERTS TRANSITION (RBS.VLA6): From over RBS VOR/DME via RBS R-198 and ENL R-015 to COWES INT. Then via VLA R-055 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

.... LANDING RWYS 6/11/12L/12R: From over MUZUL INT via CSX R-068 to STAAN INT. Expect radar vectors to final approach course.

.... LANDING RWYS 24/29/30R/30L: From over MUZUL INT via TOY R-006 to TOY VORTAC. Expect radar vectors to final approach course.

ST-360 (FAA)

VANDALIA SIX ARRIVAL
(VLA.VLA6) 08325
LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

AIRPORT DIAGRAM

AL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

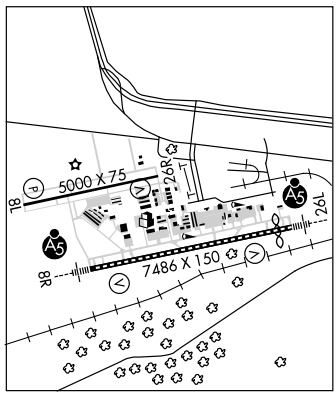
AIRPORT DIAGRAM

10210

ST. LOUIS, MISSOURI
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

SPIRIT OF ST LOUIS (SUS) 17 W UTC−6(−5DT) N38°39.73′ W90°39.12′ **ST LOUIS**
463 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA–See Remarks LRA Class IV, ARFF Index A **H–5D, L–27B, A**
NOTAM FILE SUS **IAP, AD**

RWY 08R–26L: H7486X150 (CONC–GRVD) S–33, D–100, 2S–127 HIRL CL
RWY 08R: MALSR. VASI(V4R)—GA 3.0° TCH 56′. Rgt tfc.
RWY 26L: MALSR. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 481′.
RWY 08L–26R: H5000X75 (ASPH–RFSC) 2D–45.5 MIRL
RWY 08L: PAPI(P4L)—GA 3.0° TCH 41′.
RWY 26R: VASI(V4L)—GA 3.0° TCH 47′. Pole. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 08L: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 08R: TORA–7485 TODA–7485 ASDA–7245 LDA–7245
RWY 26L: TORA–7485 TODA–7485 ASDA–7485 LDA–7004
RWY 26R: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

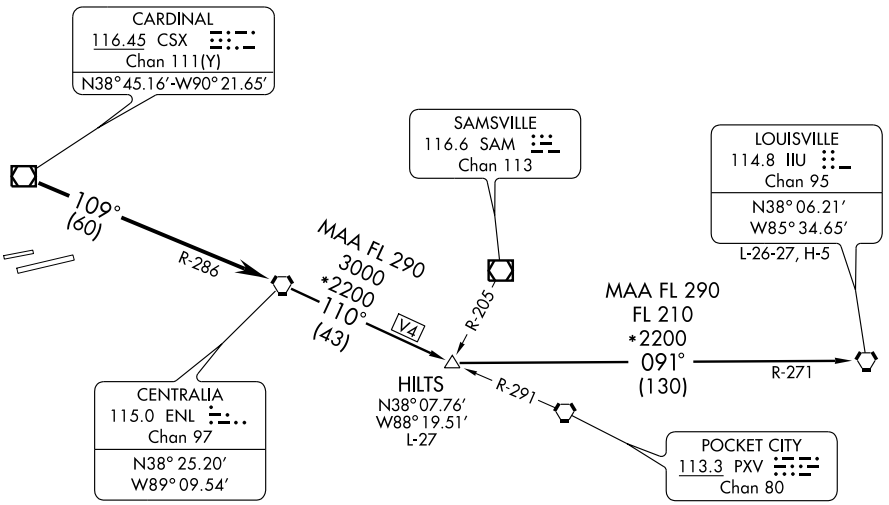
AIRPORT REMARKS: Attended continuously. Rwy 08R–26L CLOSED to touch and go landing. Numerous and intense helicopter ops on arpt. Be alert; noise sensitive areas to the south of arpt. Arpt CLOSED to acft over 100,000 lbs, except acft 100,000–150,000 lbs for PPR 24 hrs call arpt manager 314–568–0584. Rwy 08L–26R and parallel and connecting twy CLOSED to part 121 air carrier ops. Intersection C CLOSED indef between Twy E and Rwy 08L–26R. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 314–568–0584. Air carrier ops over 9 passenger seats not authorized in excess of 15 min before or after scheduled arrival/departure times except prior coordination with arpt manager for ARFF 314–568–0584. Twy B between SE and NW entrance to west ramp, Twy B NW Twy A from the distance of 200′ to 700′ and Twy Z not visible by twr. No engine runs after 0400Z‡ without arpt approval. Hi–power run–ups go as directed by ATC, 0601–1200Z‡ use echo run–up pad. Rwy 08R touchdown rwy visual range avbl. HIRL Rwy 08R–26L preset on med ints 0600–1200Z‡; MIRL Rwy 08L–26R preset on low ints 0600–1200Z‡ to increase ints after 0600Z‡ and ACTIVATE MALSR Rwy 08R and Rwy 26L—CTAF. Tfc pattern altitude Rwy 08R–26L for prop 1700(1237) and for jet 2000(1537), Rwy 08L–26R for prop 1300(837) and for jet 2000(1537). Noise Abatement Procedures: For Dep Stage II acft use Rwy 08L–26R 0400–1300Z‡ except PPR 636–532–2222 Mon–Fri 1400–2300Z‡, other times call 314–568–0584/0581 or 314–614–9064. Flight Notification Service (ADCUS) avbl Mon–Fri 2300–1430Z‡, Sat and Sun 24 hrs.

WEATHER DATA SOURCES: ASOS (636) 536–3734. LAWRS.
COMMUNICATIONS: CTAF 124.75 **ATIS** 134.8 (636) 532–3213 **UNICOM** 122.95
RCO 122.2 (ST LOUIS RADIO)
Ⓡ **ST LOUIS APP/DEP CON** 126.5 **CLNC DEL** 121.7 (0600–1200Z‡)
SPIRIT TOWER 124.75 (1200–0600Z‡) **GND CON** 121.7 **CLNC DEL** 133.1
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 092° 15.1 NM to fld. 818/5E.
SNOOP NDB (LOM) 326 SU N38°38.36′ W90°46.03′ 074° 5.6 NM to fld. Unmonitored.
EAVES NDB (LOM) 227 FZ N38°40.64′ W90°32.85′ 257° 5.0 NM to fld. Unmonitored. LOC unusable byd 25 degrees both sides.
ILS 111.1 I–SUS Rwy 08R Class IB LOM SNOOP NDB. LOM unmonitored.
ILS 111.1 I–FZU Rwy 26L Class IA LOM EAVES NDB. LOM unmonitored.
COMM/NAV/WEATHER REMARKS: Frequency 121.5 not avbl at twr. Remote arpt advisory service 124.75 avbl when tower closed.

BLUES TWO DEPARTURE

SL-5400 (FAA)

ATIS
134.8
SPIRIT TOWER★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

CARDS SEVEN DEPARTURE

ATIS
134.8
SPIRIT TOWER*
124.75 257.2
GND CON
121.7
CLNC DEL
133.1

BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

R-198
8000
*2200
018°
(69)

TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.
Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900'.
Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900'.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NEENS
N40°14.89'
W90°31.90'
L-27

QUINCY
113.6 UIN
Chan 83

R-050
90
12000
*2100
355°
(52)

SKUTR
N40°04.10'
W90°03.66'

SPINNER
112.7 SPI
Chan 74
N39°50.38'-W89°40.66'
L-27, H-5

80
R-309
R-207
8000
*2000
010°
(43)
2700
*2100
027°
(35)
R-122

LEBOY
N39°26.00'
W90°34.38'
L-27

MYKEY
N39°23.05'
W90°25.92'

SKYPE
N39°21.64'
W90°13.43'

42
3000
*2200
(4)

DEECE
N39°22.12'
W90°33.17'

TEWHY
N39°19.37'
W90°00.33'

3000
*2000
355°
(38)
3000
*2100
346°
(38)
3000
*2000
010°
(37)
2700
*2100
026°
(38)
R-352

ST. LOUIS
117.4 STL
Chan 121

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.
Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.
Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

NC-3, 26 AUG 2010 to 23 SEP 2010

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 08325

ST. LOUIS/SPIRIT OF ST. LOUIS (STUS)

ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

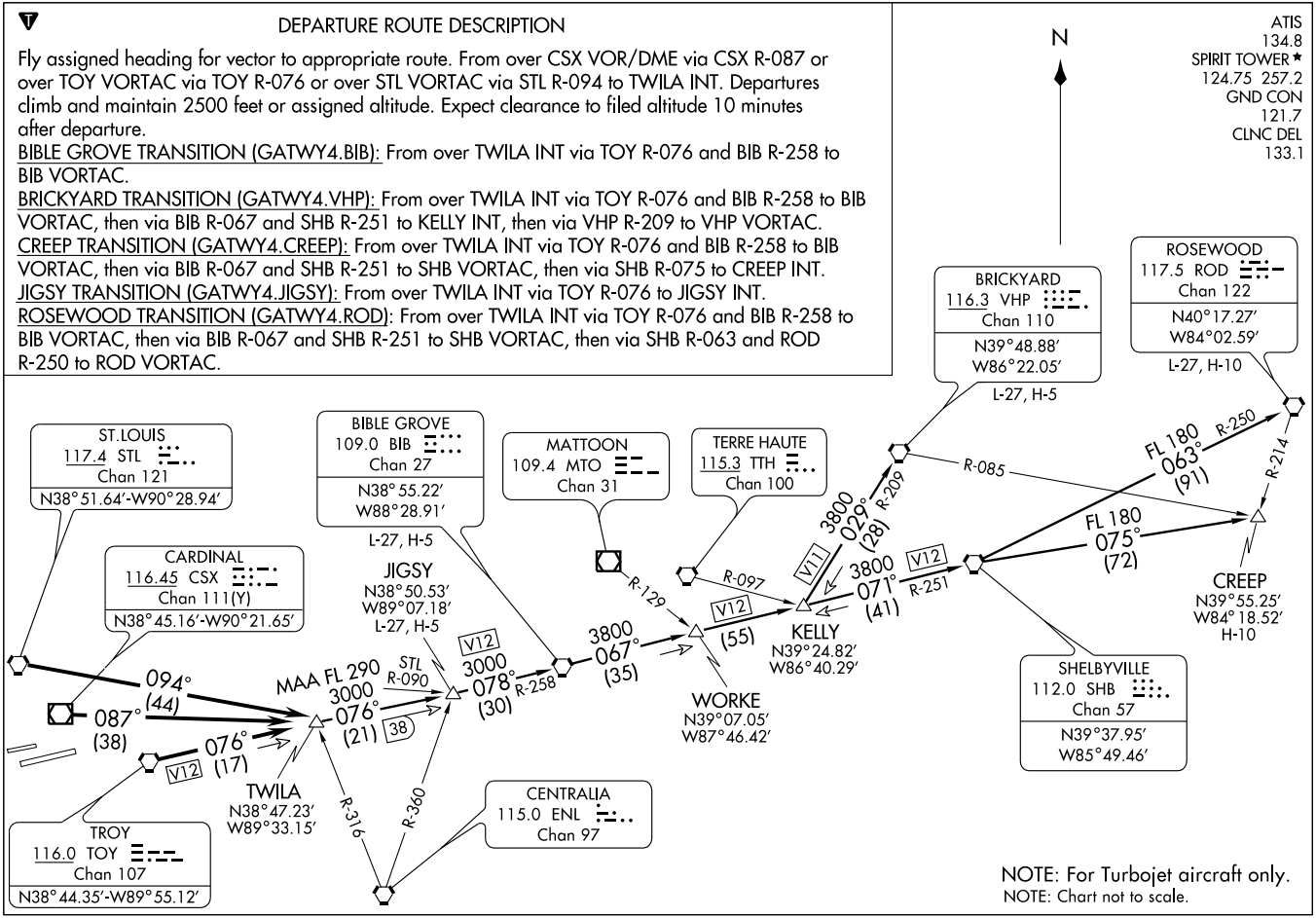
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



SL-5400 (FAA)

GATEWAY FOUR DEPARTURE
(GATWY4.STL) 08325
ST. LOUIS/SPIRIT OF ST. LOUIS (STUS)
ST. LOUIS, MISSOURI

LOC I-SUS	APP CRS	Rwy Idg	7245
111.1	076°	TDZE	462
		Apt Elev	463

ILS or LOC RWY 8R

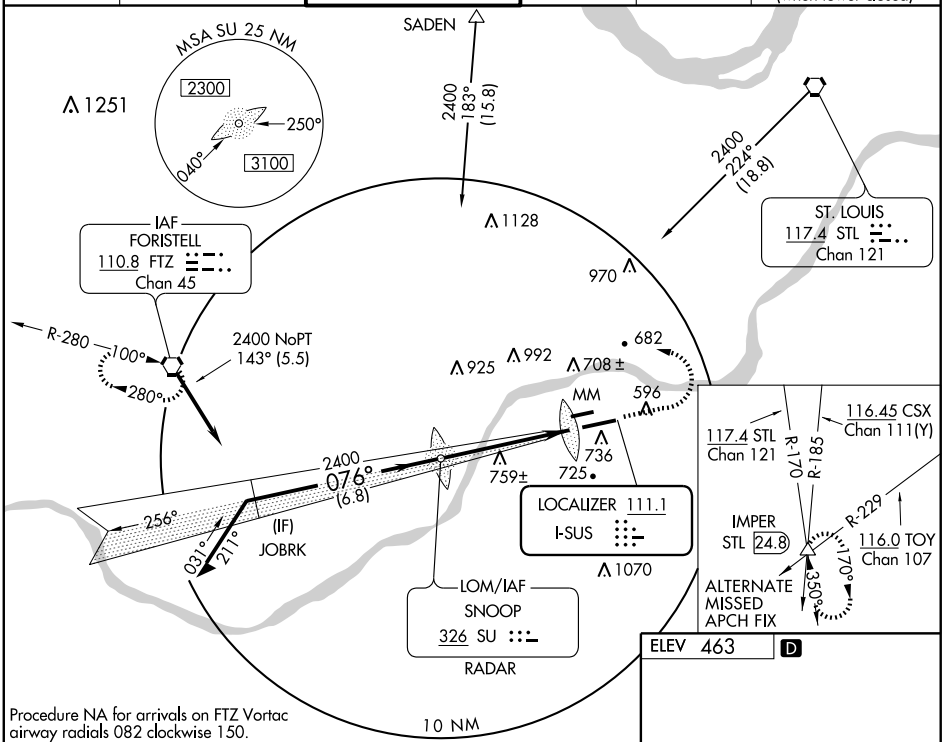
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

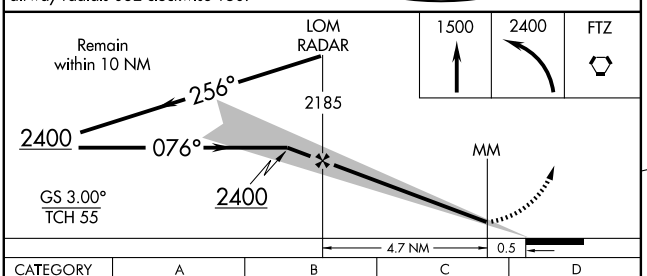
T A * RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

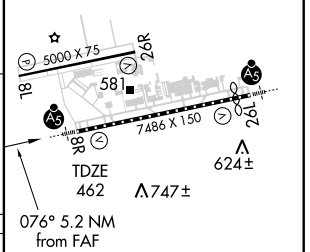
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER*	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)







CATEGORY	A	B	C	D
S-ILS 8R	*662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)		880/40 418 (500-¾)	
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-FZU	APP CRS	Rwy Idg	7004
111.1	256°	TDZE	462
		Apt Elev	463

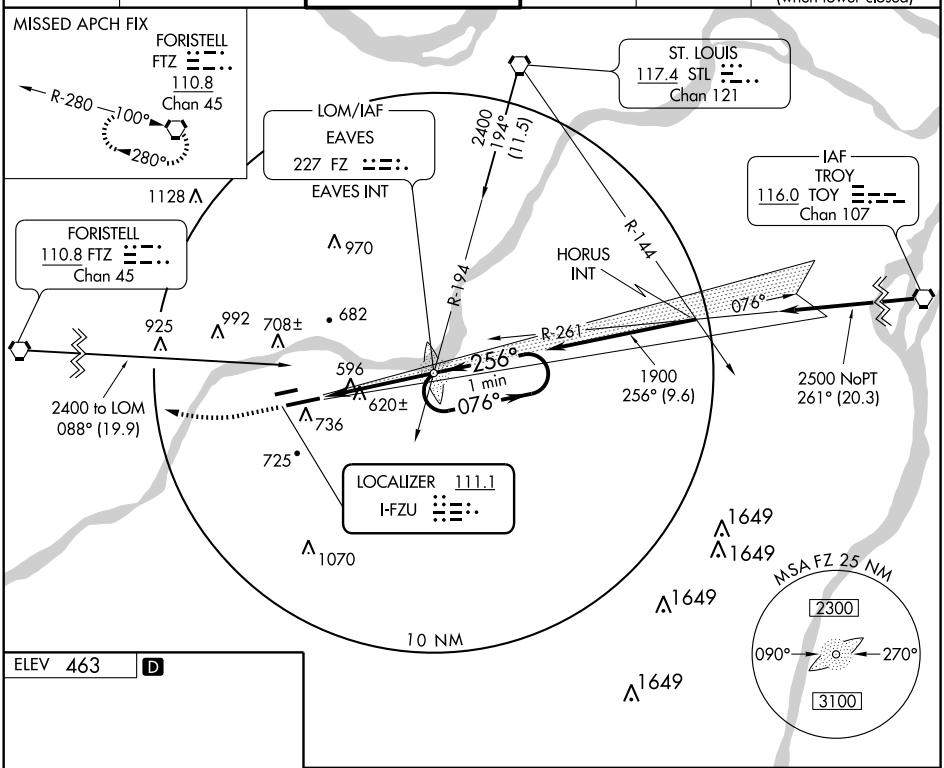
ILS or LOC RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

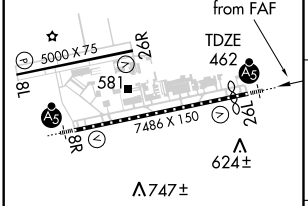
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

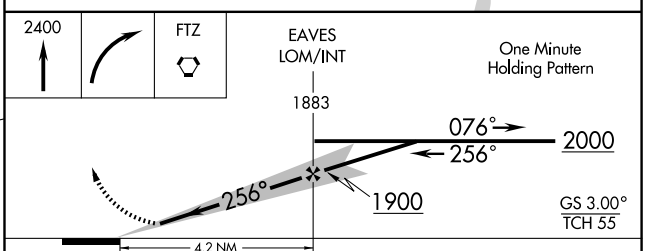


NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 463 D



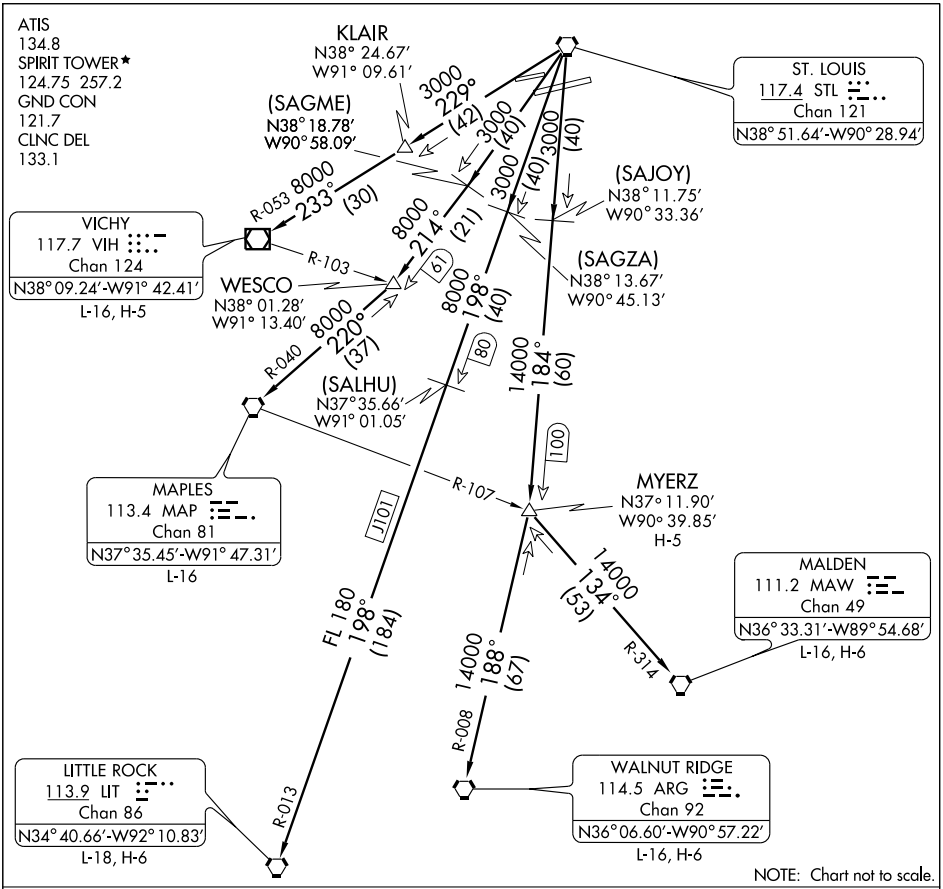


HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 26L	662-½ 200 (200-½)			
S-LOC 26L	1140-½ 678 (700-½)		1140-1½ 678 (700-1½)	1140-1¾ 678 (700-1¾)
CIRCLING	1140-1 677 (700-1)		1140-2 677 (700-2)	1140-2¼ 677 (700-2¼)

LINDBERGH TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

LOM SU	APP CRS	Rwy Idg	7245
326	076°	TDZE	462
		Apt Elev	463

NDB RWY 8R

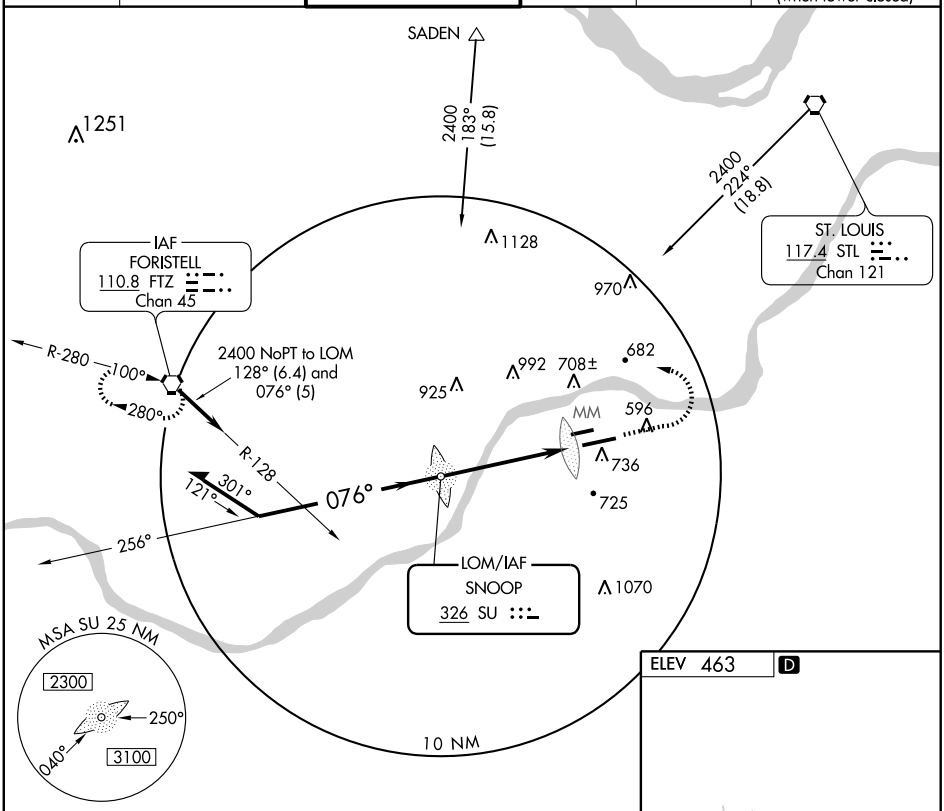
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

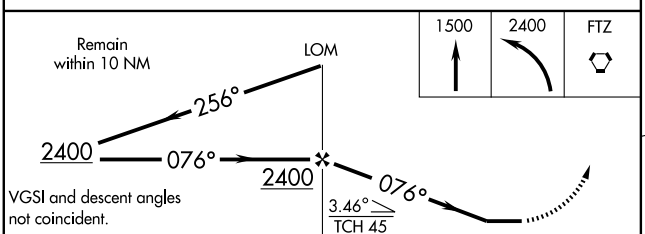
T
A NA

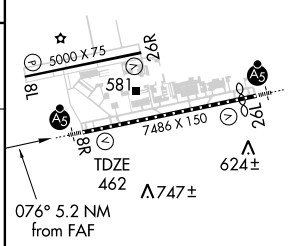
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)







CATEGORY	A	B	C	D
S-8R	1200/40 738 (800-¾)		1200-1½ 738 (800-1½)	1200-2 738 (800-2)
CIRCLING	1200-1 737 (800-1)		1200-2 737 (800-2)	1200-2¼ 737 (800-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

NDB RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

LOM FZ	APP CRS	Rwy Idg	7004
227	255°	TDZE	462
		Apt Elev	463

T A NA When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

MISSED APCH FIX

FORISTELL FTZ 110.8 Chan 45

R-280 100° 280°

Procedure NA for arrivals at TOY VORTAC on airway radials 229 clockwise 244.

ST. LOUIS 117.4 STL Chan 121

2400 195° (11.4)

IAF TROY 116.0 TOY Chan 107

FORISTELL 110.8 FTZ Chan 45

LOM/IAF EAVES 227 FZ

(IF) HORUS INT

R-144 R-261

2500 NoPT 261° (20.3)

1128 970 925 992 682 708± 596 736 849± 725 1070 1649 1649 1649 1649

RW26L 255° 075° 1 min

2400 to LOM 088° (19.9)

1900 257° (9.6)

10 NM

MSA FZ 25 NM

2300 090° 270° 3100

ELEV 463 D

255° 4.3 NM from FAF

TDZE 462

5000 X 75 26R 18 581 8R 26L 7486 X 150 624± 747±

2400 FTZ LOM One Minute Holding Pattern

075° 255° 2100 1900

RW26L 255° 3.07° TCH 55

4.3 NM

MIRL Rwy 8L-26R L

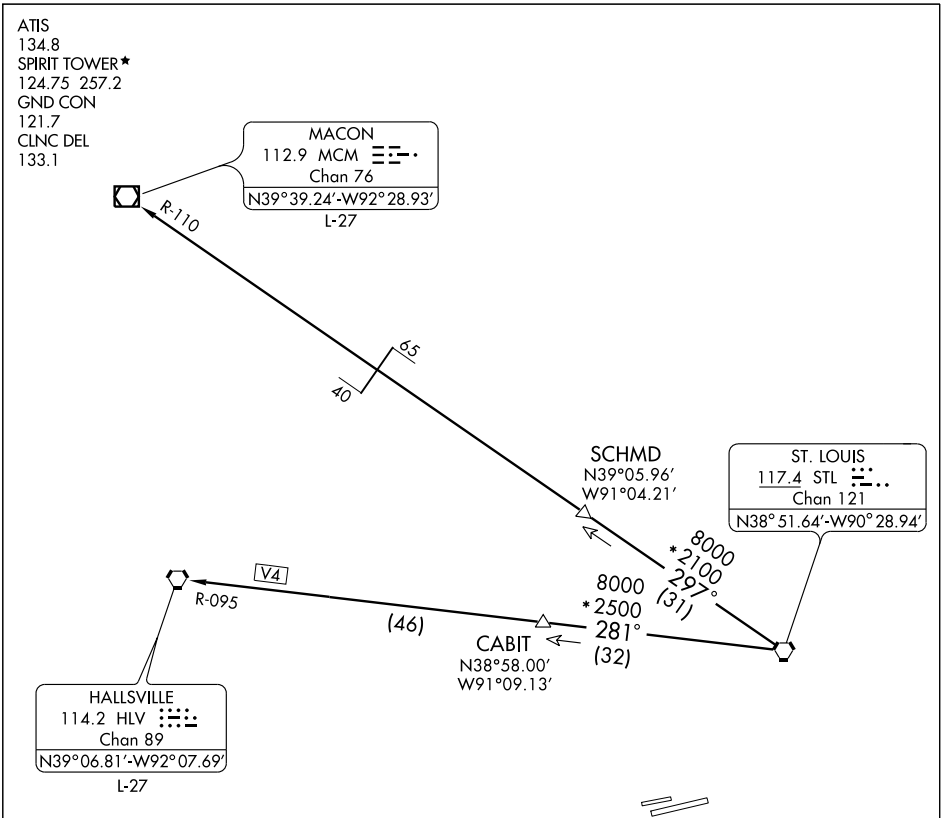
HIRL Rwy 8R-26L L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-26L	1160-¾ 698 (700-¾)		1160-1½ 698 (700-1½)	1160-2 698 (700-2)
CIRCLING	1160-1 697 (700-1)		1160-2 697 (700-2)	1160-2¼ 697 (700-2¼)

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

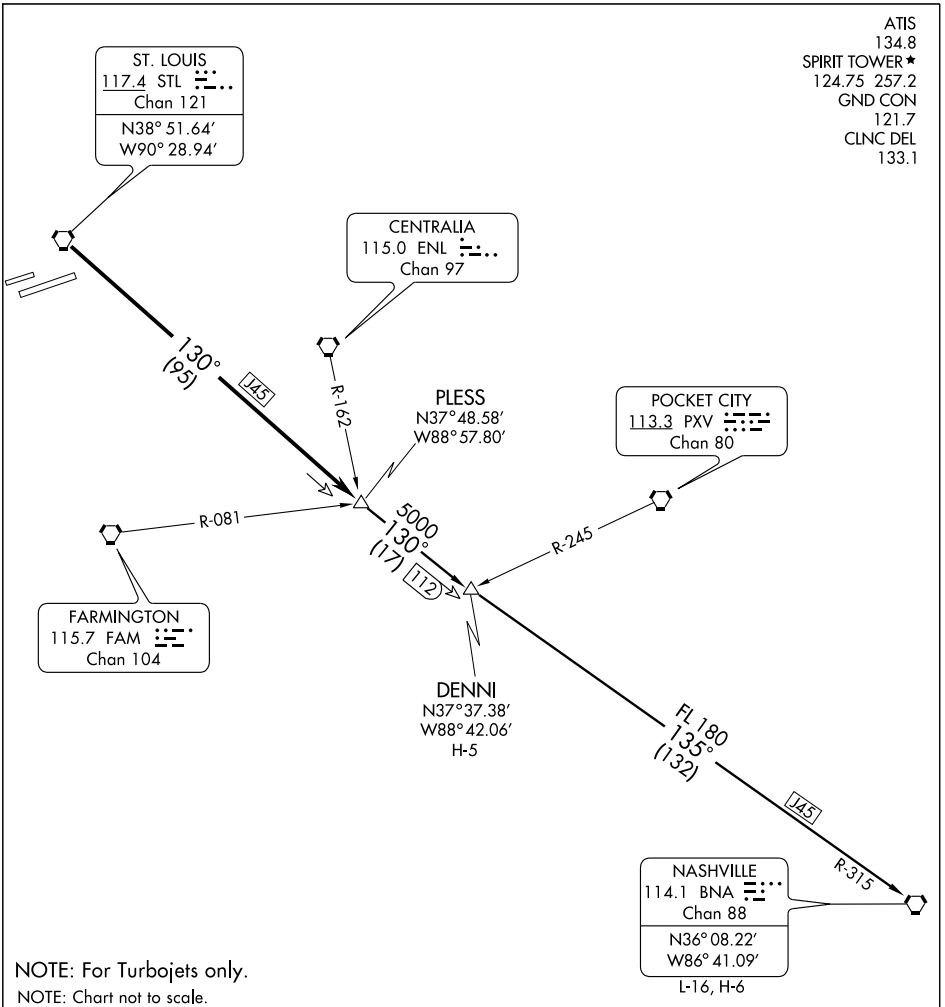
Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

PLESS ONE DEPARTURE



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99414	076°	TDZE	463
W08A		Apt Elev	463

RNAV (GPS) RWY 8L

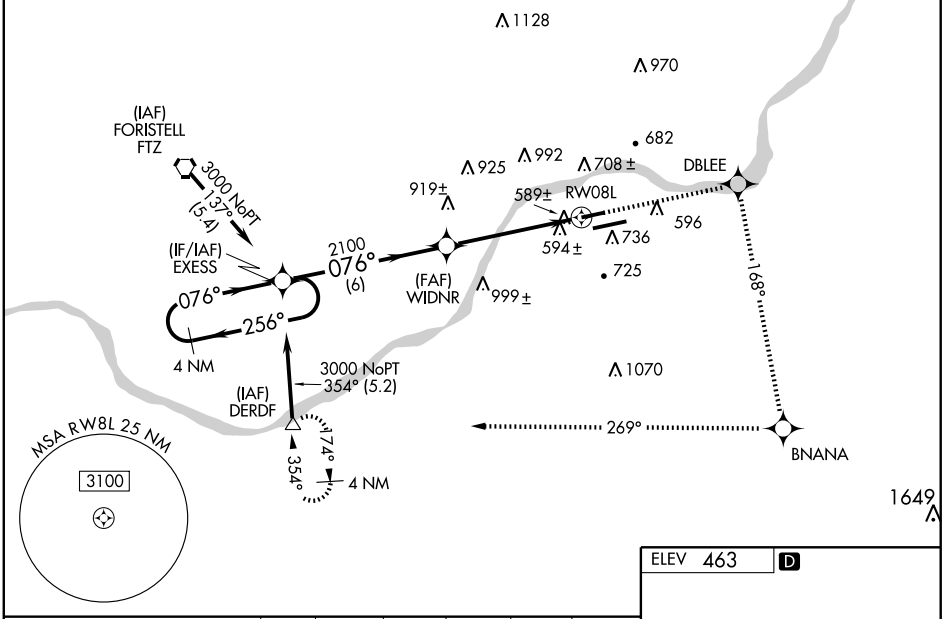
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

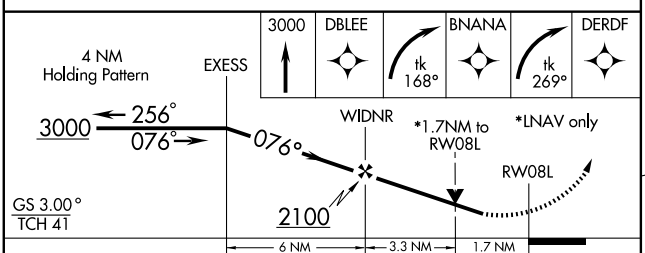
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting.
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

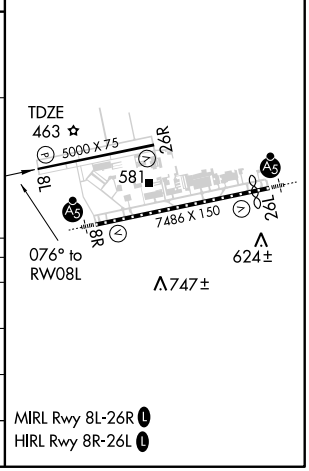
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrivals at DERDF via V14 southwest bound.





CATEGORY	A	B	C	D
LPV DA	855-1½	392 (400-1½)	NA	
LNAV/VNAV DA	1075-2¼	612 (700-2¼)	NA	
LNAV MDA	1040-1	577 (600-1)	NA	
CIRCLING	1100-1	637 (700-1)	NA	



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	7245
CH 61114	076°	TDZE	462
W08B		Apt Elev	463

RNAV (GPS) RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

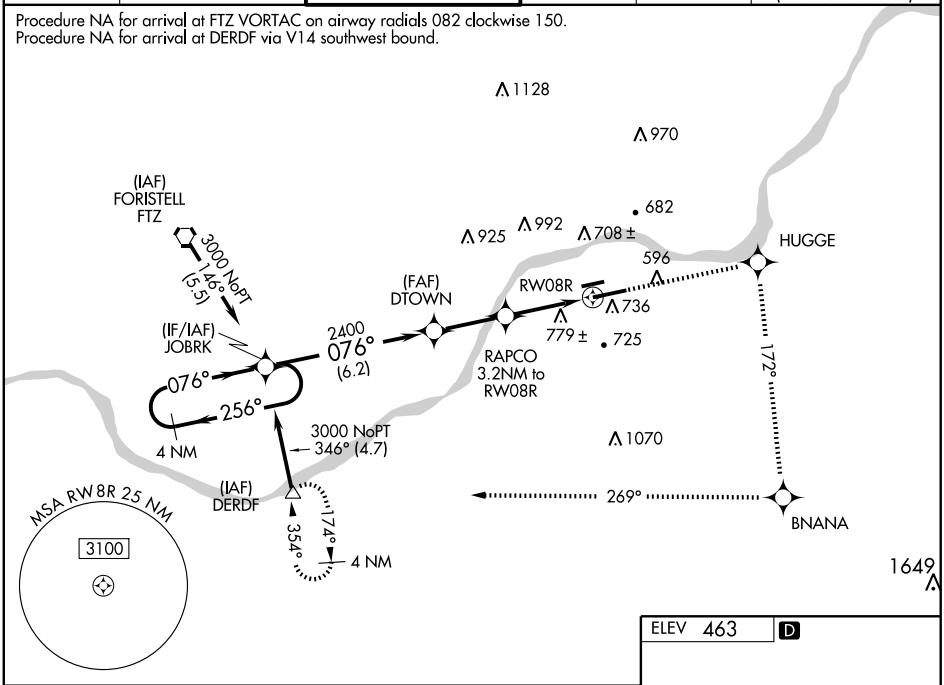
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C ¼ mile.

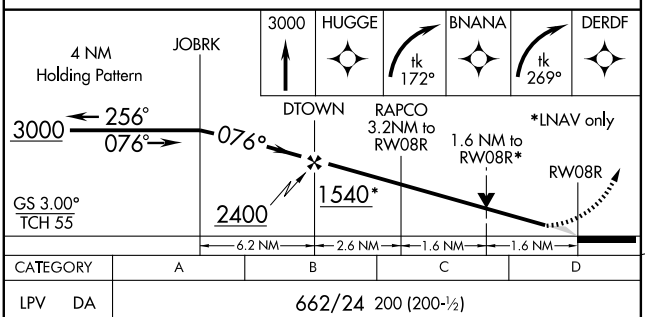
MALSR

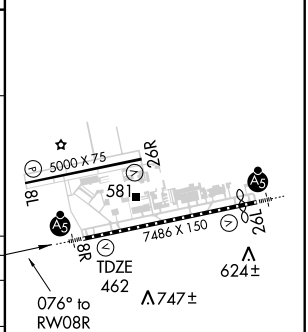
MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDF via V14 southwest bound.







CATEGORY	A	B	C	D
LPV DA	662/24 200 (200-½)			
LNAV/VNAV DA	1129-1¾ 667 (700-1¾)			
LNAV MDA	1040/24 578 (600-½)		1040/50 578 (600-1)	1040/60 578 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 81914 W26B	APP CRS 256°	Rwy Idg 7004 TDZE 462 Apt Elev 463

RNAV (GPS) RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

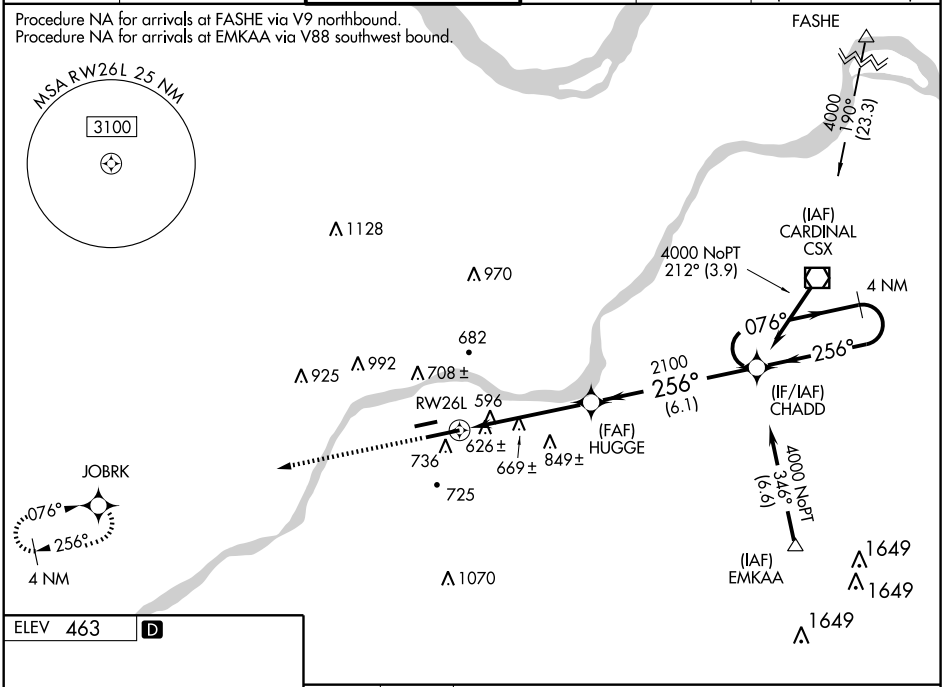
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

MALSR

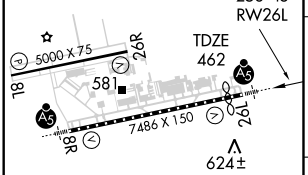
MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

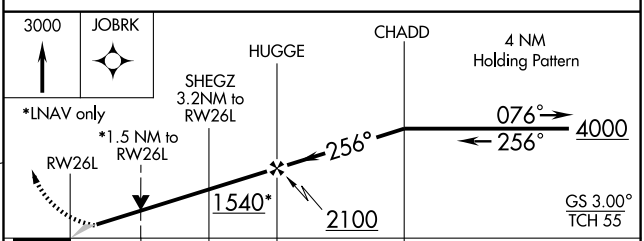
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.



ELEV 463 D





CATEGORY	A	B	C	D
LPV DA	662-½ 200 (200-½)			
LNAV/VNAV DA	969-1¼ 507 (600-1¼)			
LNAV MDA	980-½ 518 (600-½)		980-1 518 (600-1)	980-1¼ 518 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH 97414 W26A	APP CRS 256°	Rwy Idg 5000 TDZE 463 Apt Elev 463

RNAV (GPS) RWY 26R

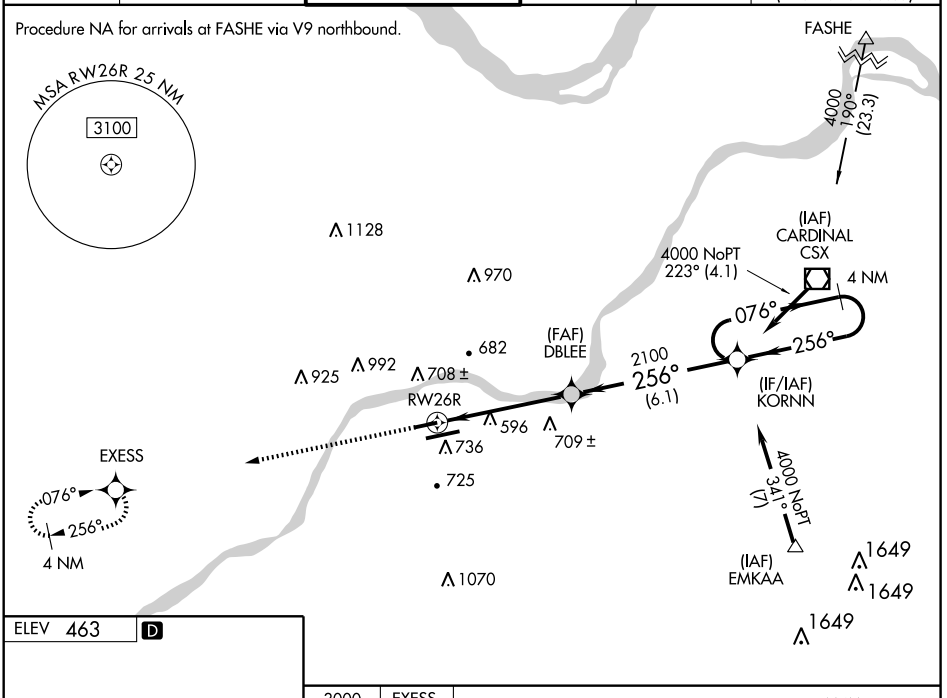
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

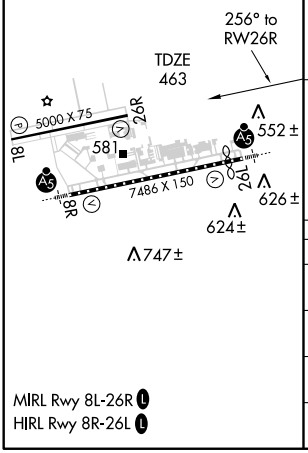
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

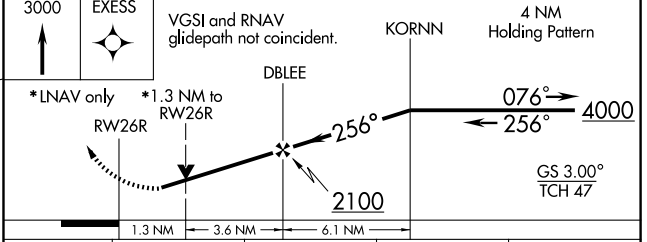
MISSED APPROACH: Climb to 3000 direct EXESS and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrivals at FASHE via V9 northbound.







CATEGORY	A	B	C	D
LPV DA	803-1¼ 340 (400-1¼)		NA	
LNAV/VNAV DA	953-1¾ 490 (500-1¾)		NA	
LNAV MDA	1000-1 537 (600-1)		NA	
CIRCLING	1100-1 637 (700-1)		NA	

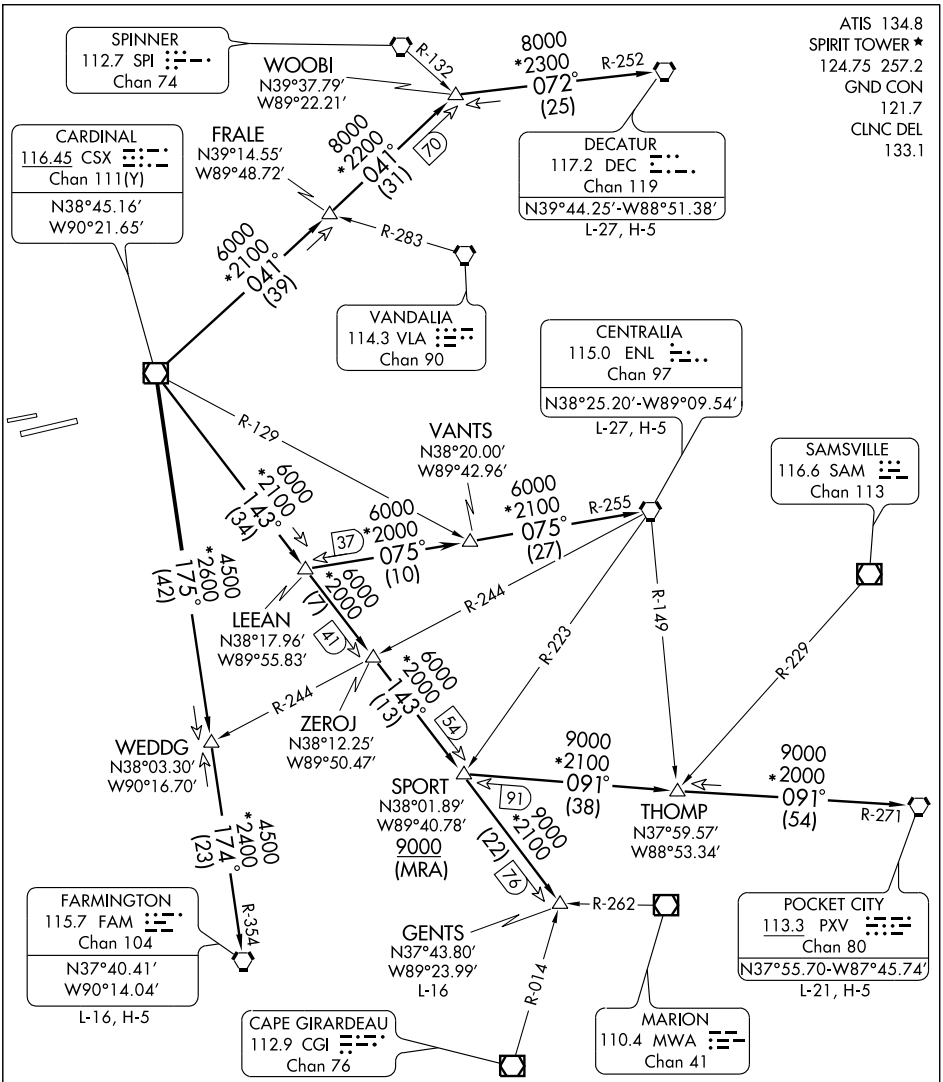
MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TURBO FIVE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.
Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900.
Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 26 AUG 2010 to 23 SEP 2010

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.
Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.
Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

NC-3, 26 AUG 2010 to 23 SEP 2010

STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC−6(−5DT) N37°39.00′ W93°45.51′ KANSAS CITY
867 NOTAM FILE COU Not insp.

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Seaplanes may not be opr at Stockton Lake SPB sunset–sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing ldg area. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (MO3) 3 SW UTC−6(−5DT) N37°39.62′ W93°49.01′ KANSAS CITY
1042 B **FUEL** 100LL NOTAM FILE COU L–16F
RWY 01–19: H3060X50 (ASPH) LIRL (NSTD) IAP

RWY 01: Trees. **RWY 19:** Trees.

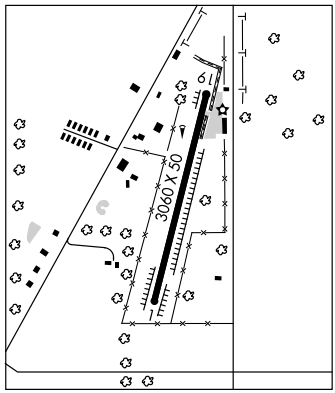
AIRPORT REMARKS: Unattended. For fuel call number posted on pumps. Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy 01–19 cracks with vegetation length of rwy. Rwy 01–19 NSTD LIRL, lgts on sides of rwy located 18–30′ from pavement. Thld lgts spaced incorrectly.

COMMUNICATIONS: CTAF 122.9

Ⓡ **SPRINGFIELD APP/DEP CON** 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 304° 29.4 NM to fld. 1240/4E. **HIWAS.**



SULLIVAN RGNL (UUV) 1N UTC−6(−5DT) N38°14.01′ W91°09.86′ KANSAS CITY
933 B S4 **FUEL** 100LL, JET A NOTAM FILE STL Not insp. L–16G
RWY 06–24: H4500X75 (CONC) S–12.5 MIRL IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 28′. Tree.

RWY 24: PAPI(P2L)—GA 3.0° TCH 24′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2200Z‡. After hours call 573–467–1791. Parachute Jumping on and invof arpt. Rwy 06–24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MIRL Rwy 06–24 preset on low ints, to increase ints ACTIVATE—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.375 (573) 860–2596.

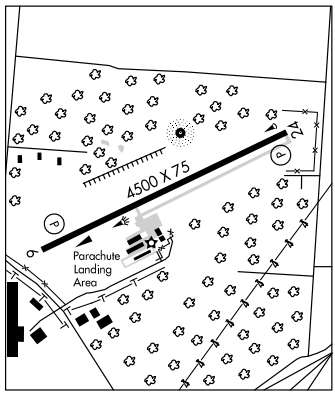
COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 073° 26.1 NM to fld. 1110/6E.

NDB (MHW) 356 UUV N38°14.13′ W91°09.84′ at fld. Unmonitored 2300–1300Z‡. NOTAM FILE STL.



SUNSHINE N38°02.44′ W92°36.15′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E. L–16G
RCO 122.15 (COLUMBIA RADIO)

TAN TAR A RESORT SPB (See OSAGE BEACH)

TARIO N39°40.55′ W94°54.42′ NOTAM FILE STJ. KANSAS CITY
NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem.

APP CRS	Rwy Idg	3060
013°	TDZE	1042
	Apt Elev	1042

GPS RWY 1
STOCKTON MUNI (MO3)

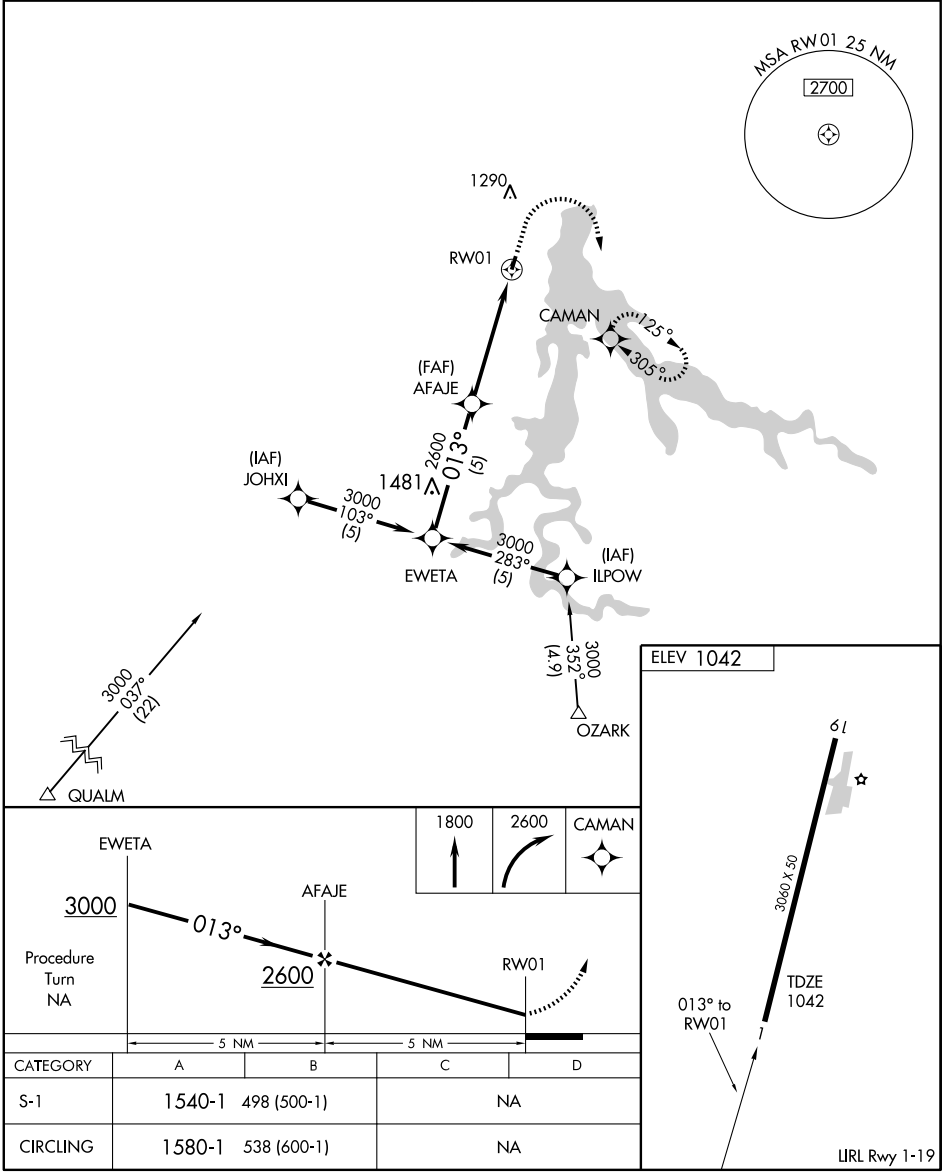
NA

Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9

NC-3, 26 AUG 2010 to 23 SEP 2010



CATEGORY	A	B	C	D
S-1	1540-1	498 (500-1)	NA	
CIRCLING	1580-1	538 (600-1)	NA	

APP CRS	Rwy Idg	3060
193°	TDZE	1037
	Apt Elev	1042

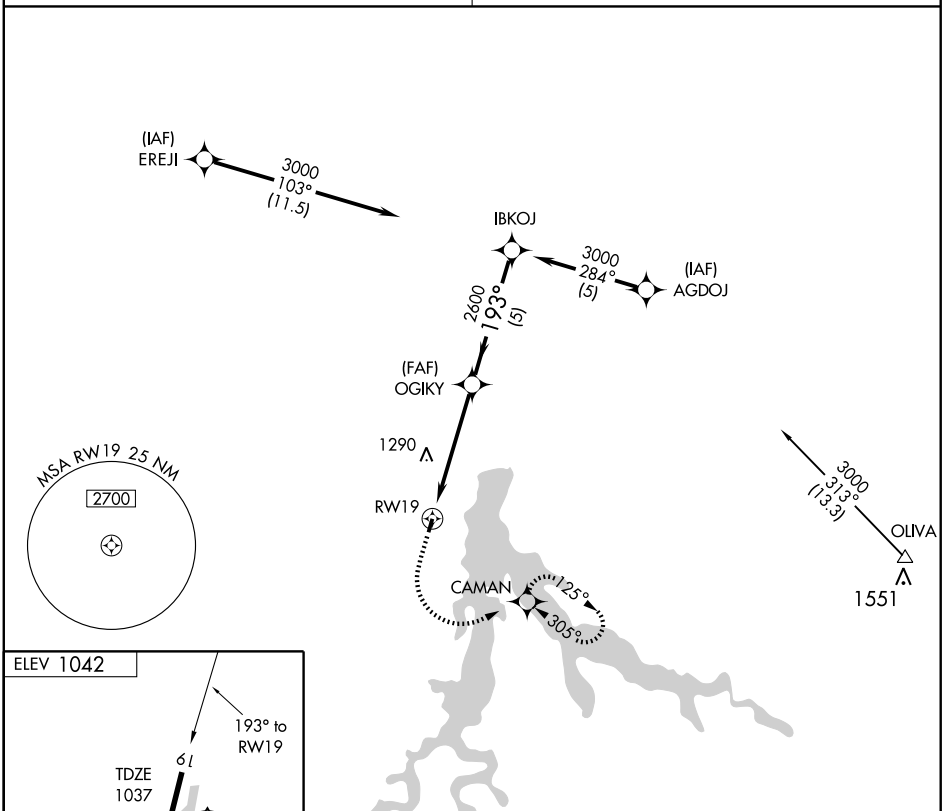
GPS RWY 19
STOCKTON MUNI (MO3)

NA

Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9



CATEGORY	A	B	C	D
S-19	1720-1 683 (700-1)		NA	
CIRCLING	1720-1 678 (700-1)		NA	

LIRL Rwy 1-19

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

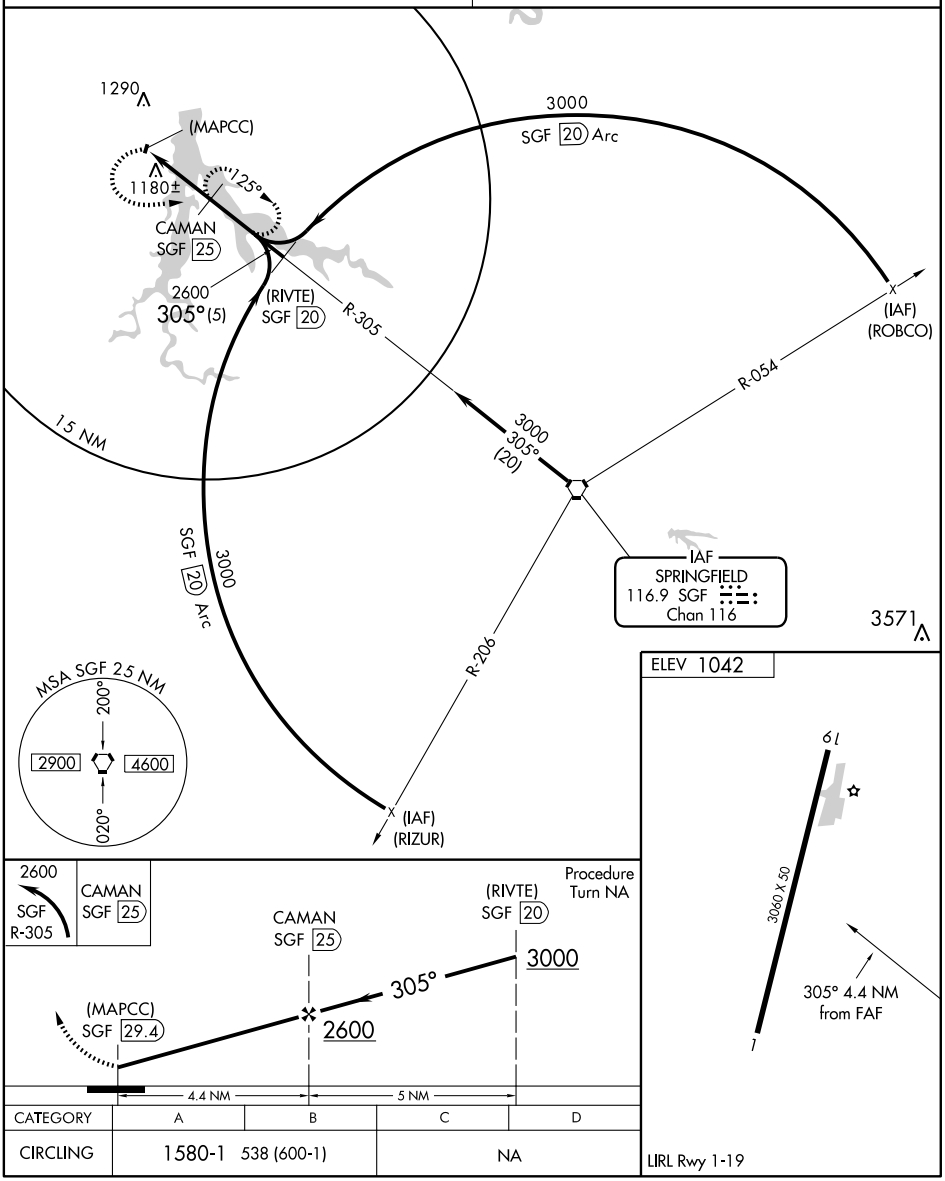
VORTAC SGF 116.9 Chan 116	APP CRS 305°	Rwy Idg N/A TDZE N/A Apt Elev 1042

VOR/DME or GPS-A
STOCKTON MUNI (MO3)

NA
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9



CATEGORY	A	B	C	D
CIRCLING	1580-1 538 (600-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC−6(−5DT) N37°39.00′ W93°45.51′ KANSAS CITY
867 NOTAM FILE COU Not insp.

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Seaplanes may not be opr at Stockton Lake SPB sunset–sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing ldg area. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (MO3) 3 SW UTC−6(−5DT) N37°39.62′ W93°49.01′ KANSAS CITY
1042 B **FUEL** 100LL NOTAM FILE COU L–16F
RWY 01–19: H3060X50 (ASPH) LIRL (NSTD) IAP

RWY 01: Trees. **RWY 19:** Trees.

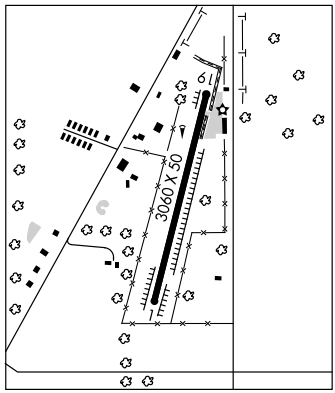
AIRPORT REMARKS: Unattended. For fuel call number posted on pumps. Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy 01–19 cracks with vegetation length of rwy. Rwy 01–19 NSTD LIRL, lgts on sides of rwy located 18–30′ from pavement. Thld lgts spaced incorrectly.

COMMUNICATIONS: CTAF 122.9

Ⓡ **SPRINGFIELD APP/DEP CON** 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 304° 29.4 NM to fld. 1240/4E. **HIWAS.**



SULLIVAN RGNL (UUV) 1N UTC−6(−5DT) N38°14.01′ W91°09.86′ KANSAS CITY
933 B S4 **FUEL** 100LL, JET A NOTAM FILE STL Not insp. L–16G
RWY 06–24: H4500X75 (CONC) S–12.5 MIRL IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 28′. Tree.

RWY 24: PAPI(P2L)—GA 3.0° TCH 24′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2200Z‡. After hours call 573–467–1791. Parachute Jumping on and invof arpt. Rwy 06–24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MIRL Rwy 06–24 preset on low ints, to increase ints ACTIVATE—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.375 (573) 860–2596.

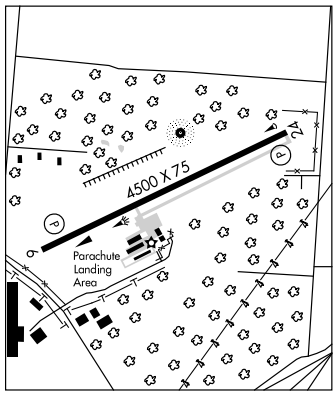
COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 073° 26.1 NM to fld. 1110/6E.

NDB (MHW) 356 UUV N38°14.13′ W91°09.84′ at fld. Unmonitored 2300–1300Z‡. NOTAM FILE STL.



SUNSHINE N38°02.44′ W92°36.15′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E. L–16G
RCO 122.15 (COLUMBIA RADIO)

TAN TAR A RESORT SPB (See OSAGE BEACH)

TARIO N39°40.55′ W94°54.42′ NOTAM FILE STJ. KANSAS CITY
NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem.

NDB UUV	APP CRS	Rwy Idg	4499
356	246°	TDZE	927
		Apt Elev	933

NDB RWY 24

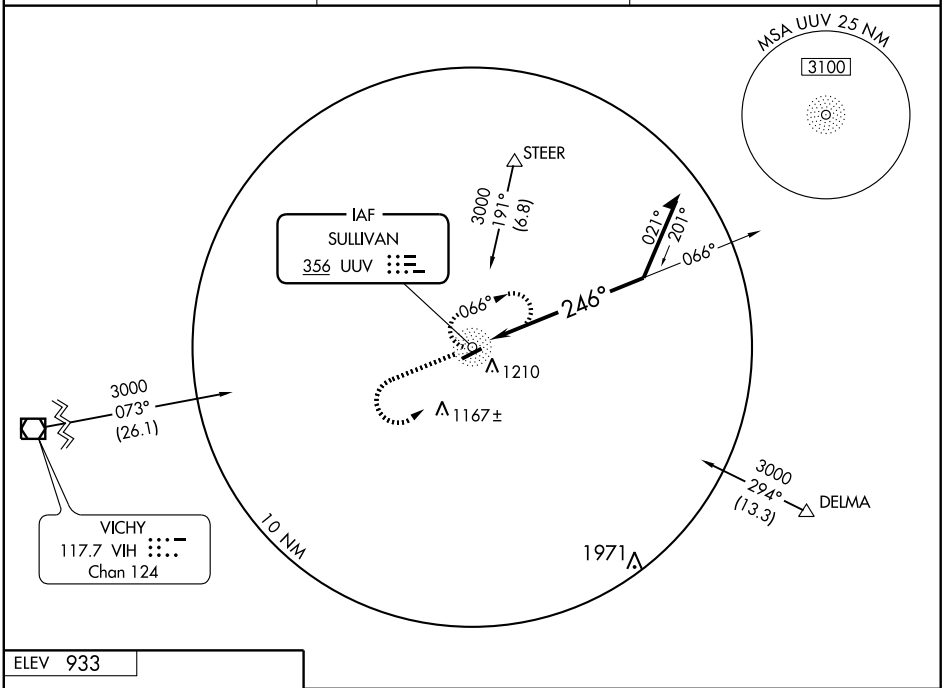
SULLIVAN RGNL (UUV)

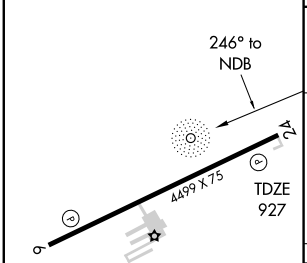
Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

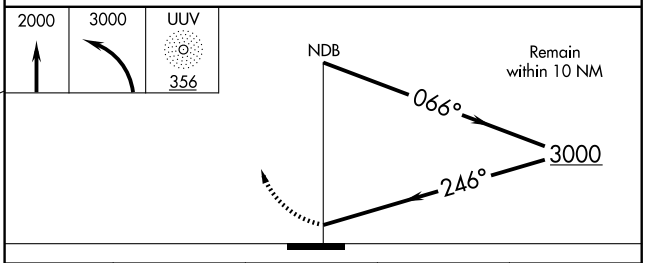
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-24	1560-1	633 (700-1)	1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1	627 (700-1)	1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

MIRL Rwy 6-24 L

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg 4499
CH 82414	058°	TDZE 933
W06A		Apt Elev 933

RNAV (GPS) RWY 6

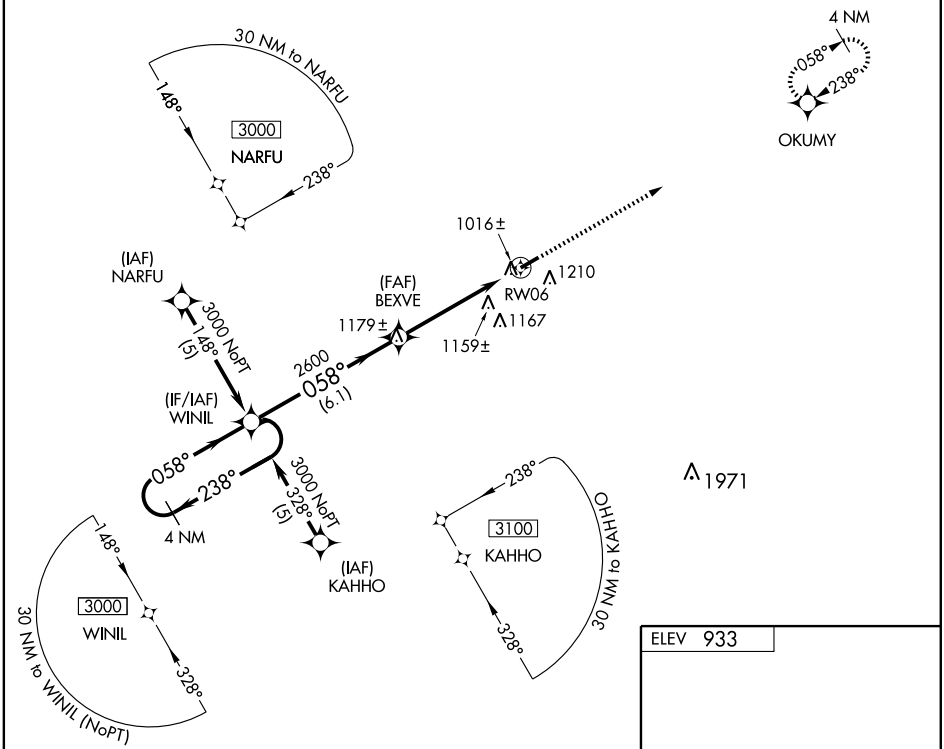
SULLIVAN RGNL (UUV)

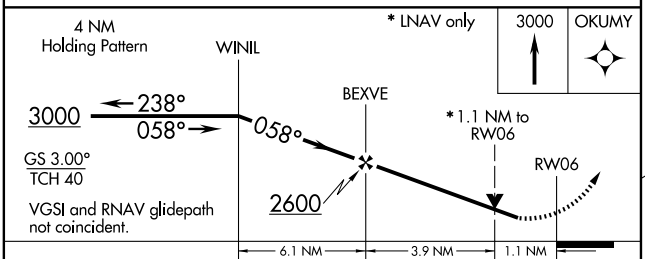
Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

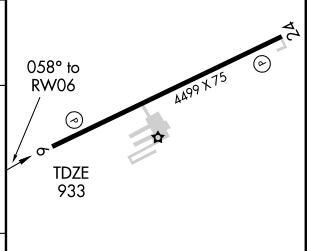
NA

MISSED APPROACH: Climb to 3000 direct OKUMY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)	NA	
LNAV/VNAV DA	1488-2	555 (600-2)	NA	
LNAV MDA	1420-1	487 (500-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

MIRL Rwy 6-24 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy ldg 4499
CH 72714 W24A	238°	TDZE 928
		Apt Elev 933

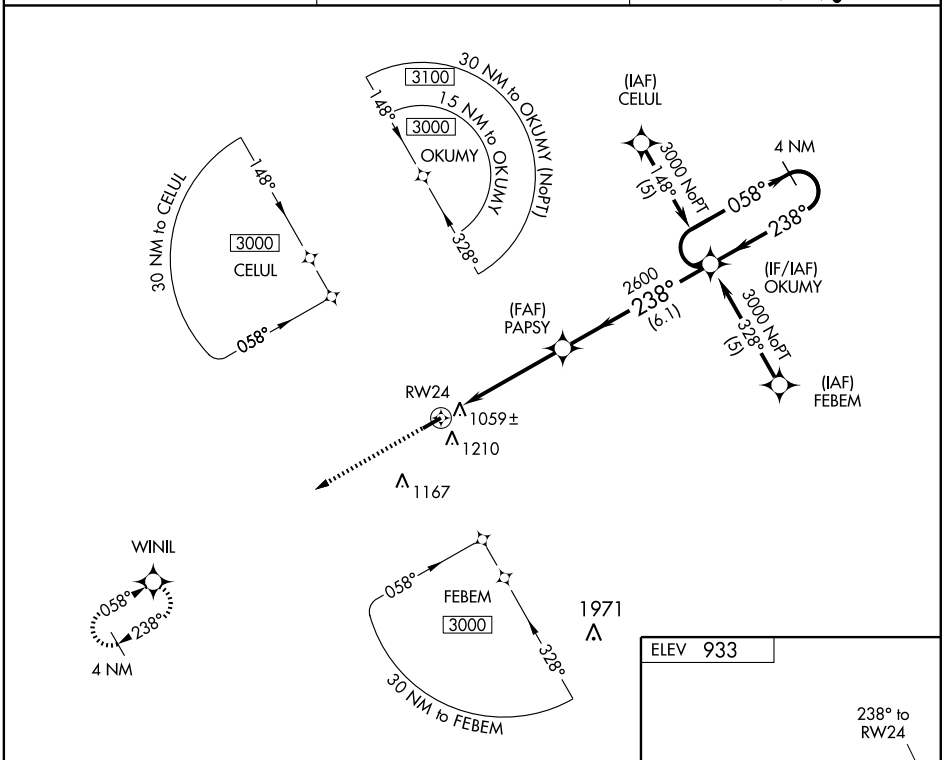
RNAV (GPS) RWY 24
SULLIVAN RGNL (UUV)

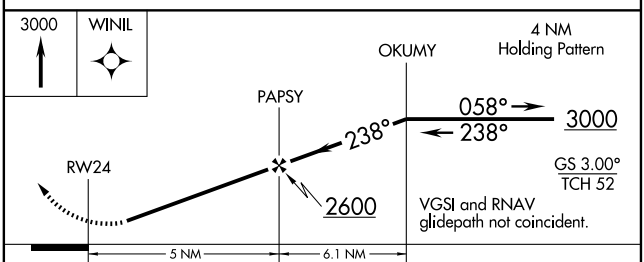
Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

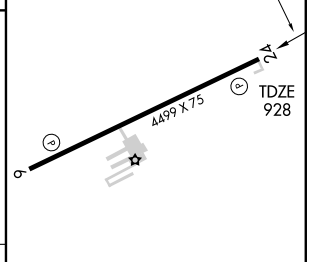
NA

MISSED APPROACH: Climb to 3000 direct WINIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)	NA	
LNAV/VNAV DA	1392-1¾	464 (500-1¾)	NA	
LNAV MDA	1460-1	532 (600-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

MIRL Rwy 6-24

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TARKIO

GOULD PETERSON MUNI (K57) 1 E UTC−6(−5DT) N40°26.76′ W95°22.04′ OMAHA

913 B S2 NOTAM FILE COU L–10J

RWY 18–36: H3564X60 (CONC) S–3 MIRL IAP

RWY 18: Thld dsplcd 330′. Road. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Nov–Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 317° 35.5 NM to fld. 1160/8E.

THAYER MEM (42M) 2 W UTC−6(−5DT) N36°31.34′ W91°34.32′ KANSAS CITY

790 B NOTAM FILE COU L–16G

RWY 09–27: H4200X49 (ASPH) LIRL (NSTD)

RWY 09: Trees. **RWY 27:** Thld dsplcd 155′. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09–27 width variance 49–50′. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09–27 NSTD LIRL, rwy edge and thld lgts placed 15′ off edges of pavement. Rwy 27 dsplcd thld lgts NSTD located 10′ W of dsplcd thld bar, first 160′ of dsplcd thld unlighted at ngt. For LIRL Rwy 09–27 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ARG.

WALNUT RIDGE (H) VORTAC 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 306° 38.8 NM to fld. 260/4E. **HIWAS.**

TRENTON MUNI (TRX) 1 E UTC−6(−5DT) N40°05.01′ W93°35.44′ OMAHA

758 B **FUEL** 100LL NOTAM FILE COU L–27A

RWY 18–36: H4307X75 (ASPH) MIRL IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 400′. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.

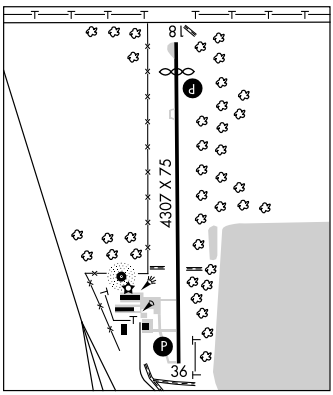
AIRPORT REMARKS: Attended Mon–Fri 1330–2230Z‡. 24 hr fuel avbl, contact arpt manager 660–359–5154; after hrs contact Fire Dept 660–359–5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36 opr dusk–0330Z‡, after 0330Z‡ to dusk ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF. To increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 144° 35.3 NM to fld. 1140/7E. **HIWAS.**

NDB (MHW) 400 TRX N40°04.82′ W93°35.58′ at fld. NOTAM FILE COU.



TRIPLE R (See DEARBORN)

TWIN CITY AIRPARK (See MARBLE HILL)

UNIONVILLE MUNI (K43) 3 N UTC−6(−5DT) N40°32.41′ W93°01.53′ OMAHA

1046 B NOTAM FILE COU

RWY 17–35: H2805X49 (ASPH–AFSC) LIRL

RWY 17: Ground. **RWY 35:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 17–35 width variance 49–50′. Rwy 17–35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17–35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.

COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy Idg	3234
CH 57906	178°	TDZE	913
W18A		Apt Elev	913

RNAV (GPS) RWY 18

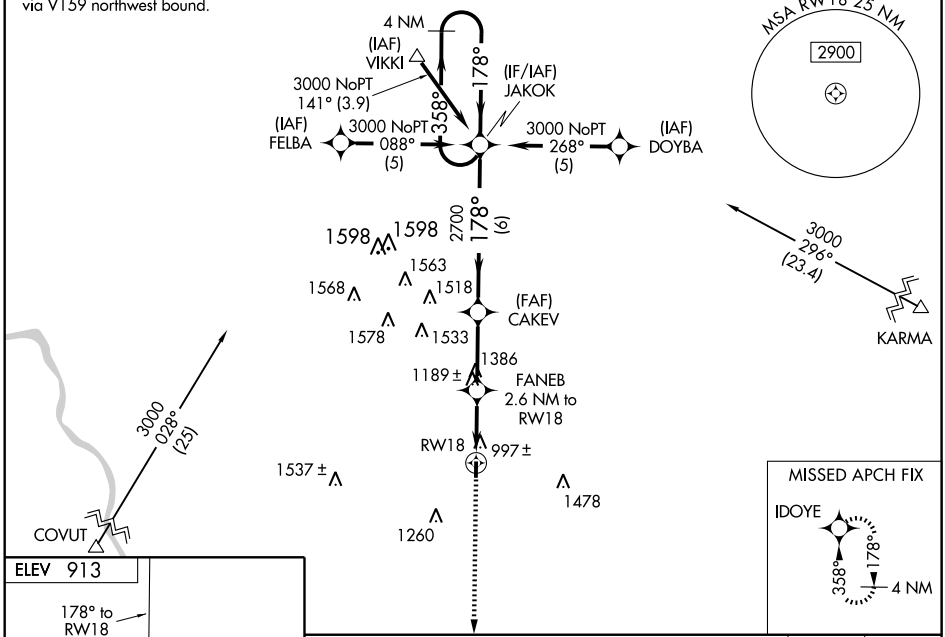
TARKIO/ GOULD PETERSON MUNI (K57)

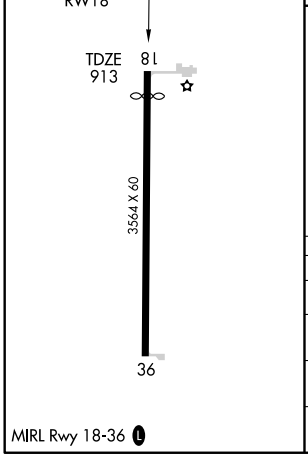
Baro-VNAV NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
NA Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/ MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

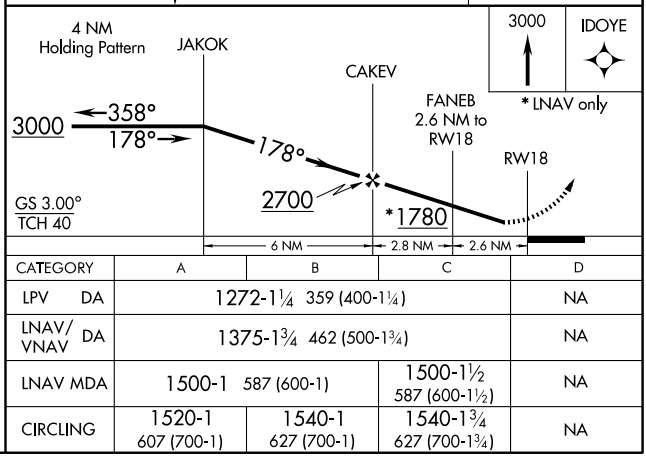
MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 L

Procedure NA for arrivals at VIKKI via V159 northwest bound.







CATEGORY	A	B	C	D
LPV DA	1272-1¼ 359 (400-1¼)			NA
LNAV/ VNAV DA	1375-1¾ 462 (500-1¾)			NA
LNAV MDA	1500-1 587 (600-1)		1500-1½ 587 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

MIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	3564
CH 50206	358°	TDZE	912
W36A		Apt Elev	913

RNAV (GPS) RWY 36

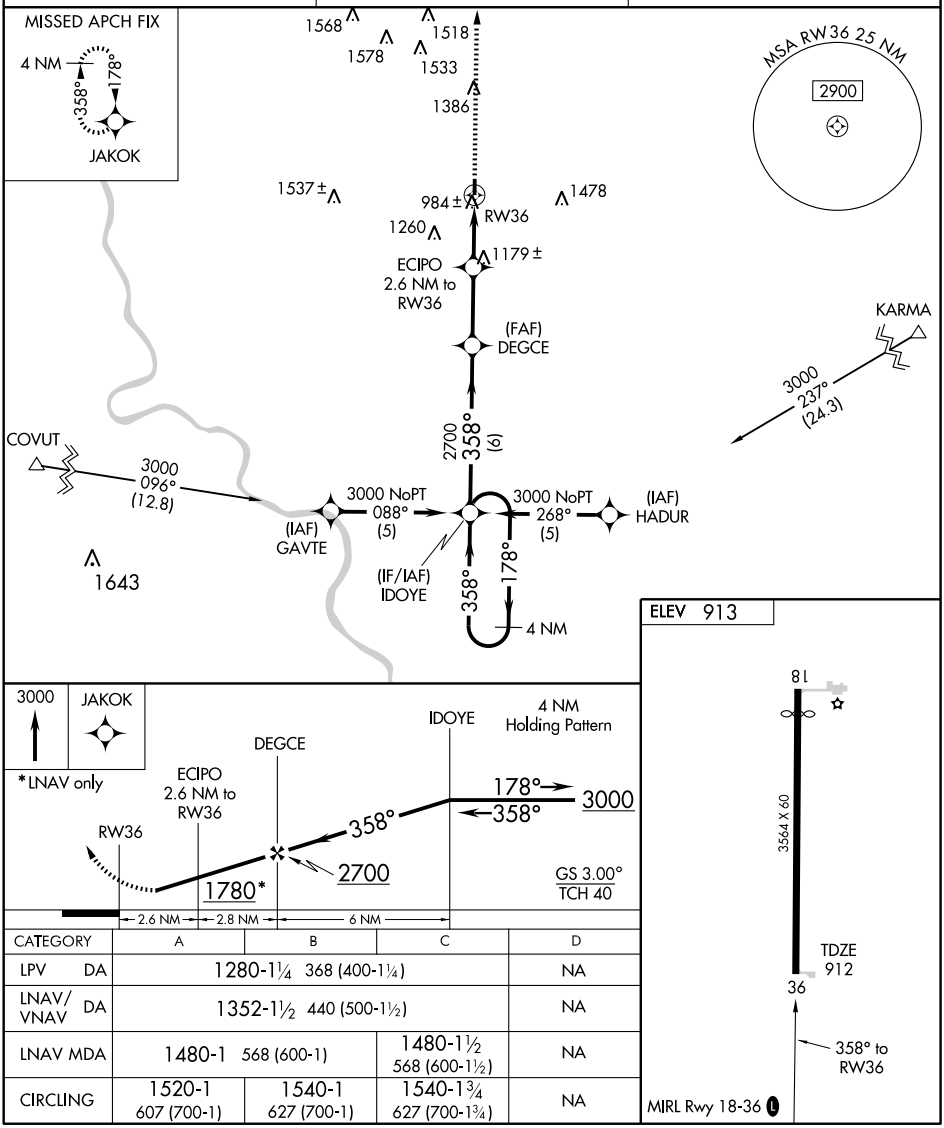
TARKIO/ GOULD PETERSON MUNI (K57)

Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 L



CATEGORY	A	B	C	D
LPV DA	1280-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	1352-1½ 440 (500-1½)			NA
LNAV MDA	1480-1 568 (600-1)		1480-1½ 568 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

TARKIO

GOULD PETERSON MUNI (K57) 1 E UTC−6(−5DT) N40°26.76′ W95°22.04′ OMAHA

913 B S2 NOTAM FILE COU L–10J

RWY 18–36: H3564X60 (CONC) S–3 MIRL IAP

RWY 18: Thld dsplcd 330′. Road. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Nov–Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 317° 35.5 NM to fld. 1160/8E.

THAYER MEM (42M) 2 W UTC−6(−5DT) N36°31.34′ W91°34.32′ KANSAS CITY

790 B NOTAM FILE COU L–16G

RWY 09–27: H4200X49 (ASPH) LIRL (NSTD)

RWY 09: Trees. **RWY 27:** Thld dsplcd 155′. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09–27 width variance 49–50′. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09–27 NSTD LIRL, rwy edge and thld lgts placed 15′ off edges of pavement. Rwy 27 dsplcd thld lgts NSTD located 10′ W of dsplcd thld bar, first 160′ of dsplcd thld unlighted at ngt. For LIRL Rwy 09–27 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ARG.

WALNUT RIDGE (H) VORTAC 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 306° 38.8 NM to fld. 260/4E. **HIWAS.**

TRENTON MUNI (TRX) 1 E UTC−6(−5DT) N40°05.01′ W93°35.44′ OMAHA

758 B **FUEL** 100LL NOTAM FILE COU L–27A

RWY 18–36: H4307X75 (ASPH) MIRL IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 400′. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.

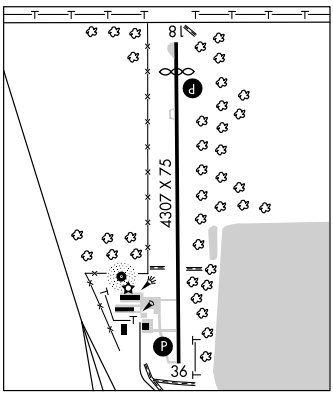
AIRPORT REMARKS: Attended Mon–Fri 1330–2230Z‡. 24 hr fuel avbl, contact arpt manager 660–359–5154; after hrs contact Fire Dept 660–359–5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36 opr dusk–0330Z‡, after 0330Z‡ to dusk ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF. To increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 144° 35.3 NM to fld. 1140/7E. **HIWAS.**

NDB (MHW) 400 TRX N40°04.82′ W93°35.58′ at fld. NOTAM FILE COU.



TRIPLE R (See DEARBORN)

TWIN CITY AIRPARK (See MARBLE HILL)

UNIONVILLE MUNI (K43) 3 N UTC−6(−5DT) N40°32.41′ W93°01.53′ OMAHA

1046 B NOTAM FILE COU

RWY 17–35: H2805X49 (ASPH–AFSC) LIRL

RWY 17: Ground. **RWY 35:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 17–35 width variance 49–50′. Rwy 17–35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17–35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3907
176°	TDZE	756
	Apt Elev	757

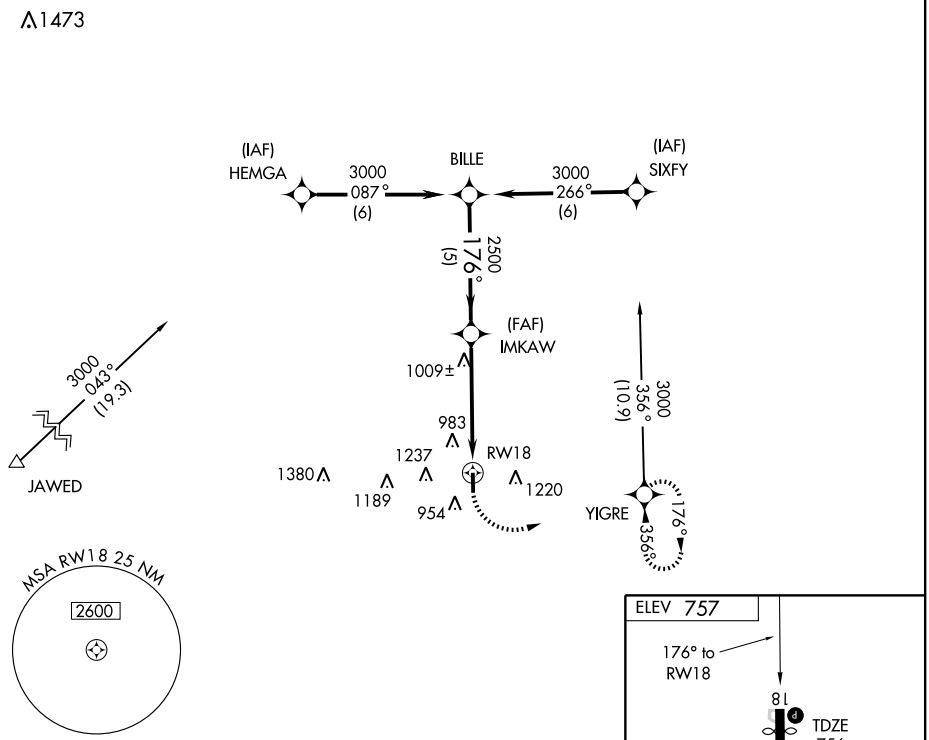
GPS RWY 18
TRENTON MUNI (TRX)

NA

Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1320-1 564 (600-1)		NA	
CIRCLING	1360-1 603 (700-1)		NA	

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	4307
356°	TDZE	756
	Apt Elev	757

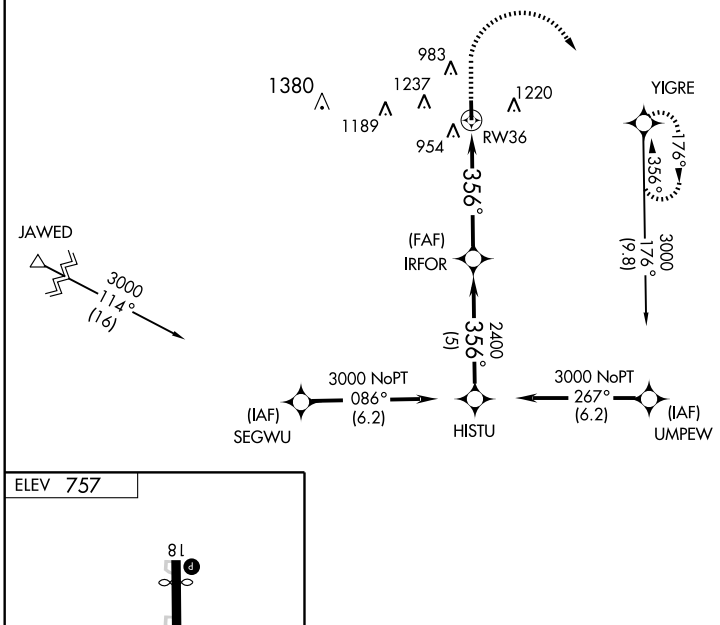
GPS RWY 36
TRENTON MUNI (TRX)

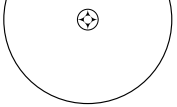
NA

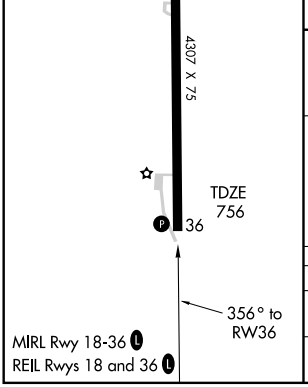
Use Chillicothe Muni altimeter setting.

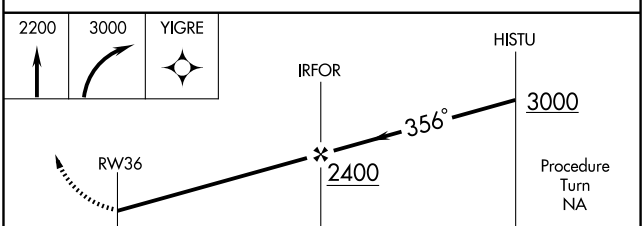
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-36	1280-1 524 (600-1)		NA	
CIRCLING	1360-1 603 (700-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

NDB TRX	APP CRS	Rwy Idg	3907
400	183°	TDZE	756
		Apt Elev	757

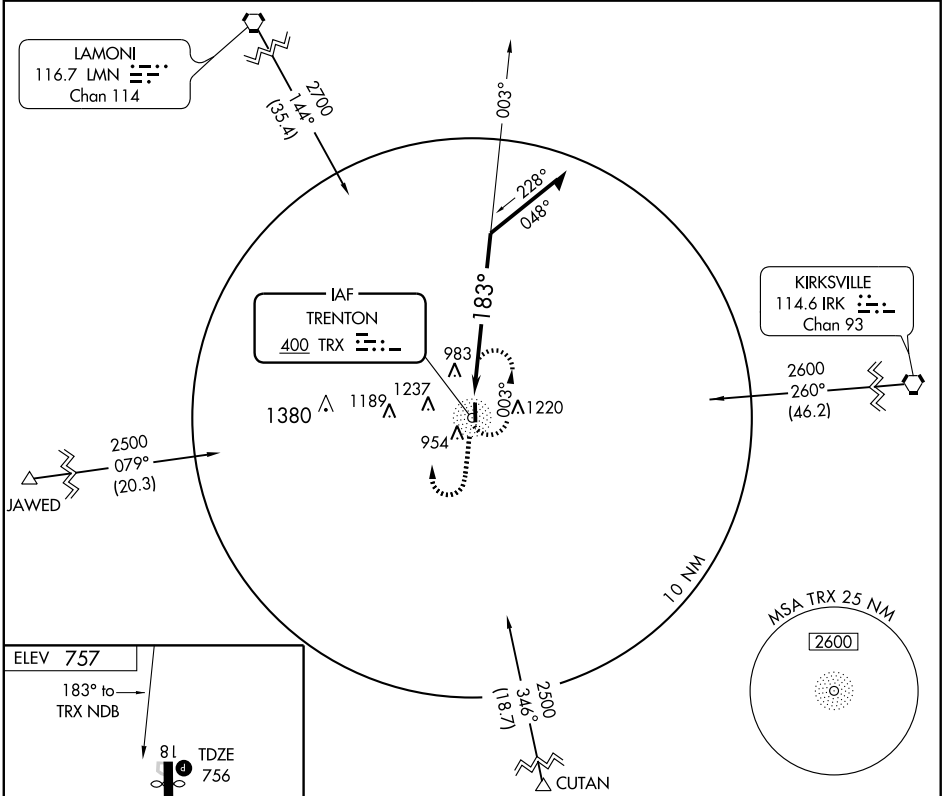
NDB RWY 18
TRENTON MUNI (TRX)

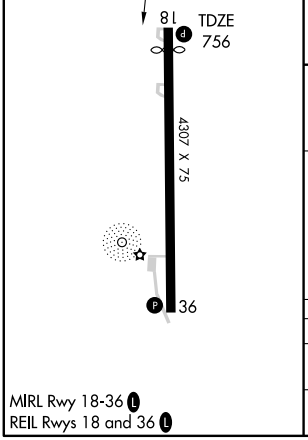
V
A NA

Use Chillicothe Muni altimeter setting.

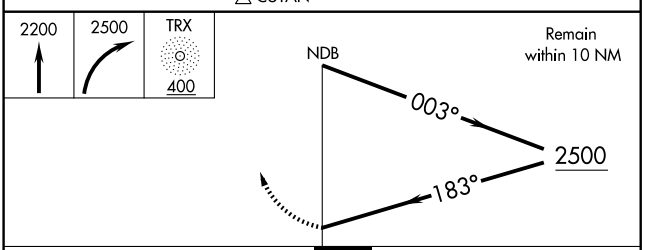
MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
S-18	1480-1 724 (800-1)		NA	
CIRCLING	1480-1 723 (800-1)		NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

NDB TRX	APP CRS	Rwy Idg	4307
400	346°	TDZE	756
		Apt Elev	757

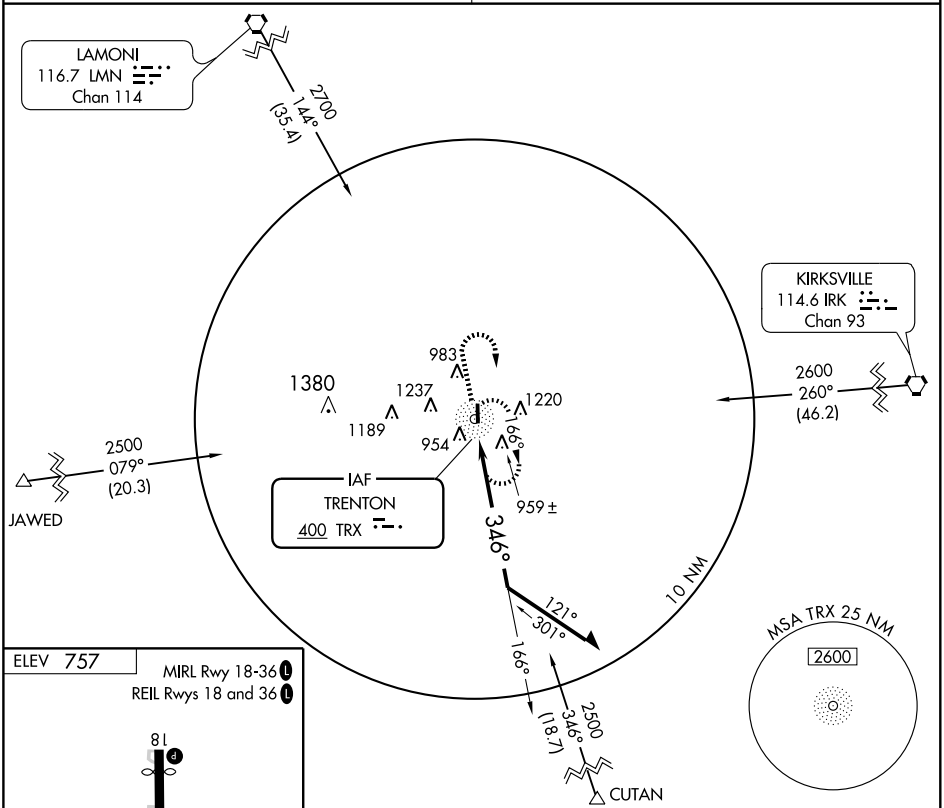
NDB RWY 36
TRENTON MUNI (TRX)

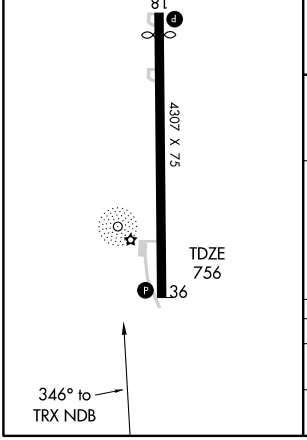
NA

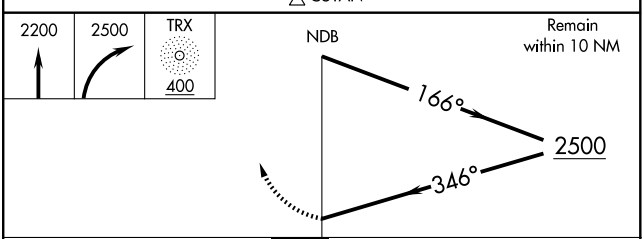
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1380-1	624 (700-1)	NA	
CIRCLING	1380-1	623 (700-1)	NA	

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VAN BUREN

BOLLINGER–CRASS MEM (MO5) 1 N UTC−6(−5DT) N37°00.56′ W91°00.41′ KANSAS CITY

647 NOTAM FILE STL

RWY 02–20: H2600X50 (ASPH–RFSC) LIRL

RWY 02: Brush. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Deer and wildlife on and invof arpt. Night ops not recommended. Rwy 02–20 large cracks with grass and weeds growing in them. Rough surface. Apron in poor condition, loose aggregate and cracks. NSTD rwy safety area along sides of rwy and byd Rwy 20 end. Large drop–offs, incorrect terrain gradients, brush and trees. Rwy 02–20 many edge and thld lights broken and missing. Rwy 02–20 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

VERSAILLES

ROY OTTEN MEM AIRFIELD (3VS) 2 W UTC−6(−5DT) N38°25.70′ W92°52.52′ KANSAS CITY

1030 B S2 **FUEL** 100LL NOTAM FILE COU

RWY 07–25: H2805X39 (ASPH) LIRL (NSTD)

RWY 07: Brush. **RWY 25:** Road. Rgt tfc.

AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel after hrs see sign posted in fuel area. Crop dusting acft, helicopters and ultralight activity on and invof arpt. Deer and wildlife on and invof arpt. NSTD rwy safety area beyond each rwy end, incorrect terrain grades, large drop off at Rwy 07 end, road at Rwy 25 end. Rwy 07–25 width variance 39–40′. Rwy 07–25 line of sight obstructed by grade change in rwy. Rwy 07–25 NSTD LIRL, thld lgts green and spaced incorrectly, thld and edge lgts placed 11–18′ from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.8

HELIPAD H1: H50X50 (CONC)

H1: Trees.

HELIPORT REMARKS: Rwy H1 perimeter lgts. Rwy HI +45′ trees, 380′ NW of final approach and takeoff area, 8:1 approach slope, +52′ trees, 155′ SE of final approach and takeoff area, 2:1 approach slope.

VICHY N38°09.25′ W91°42.41′ NOTAM FILE VIH. KANSAS CITY

(L) VOR/DME 117.7 VIH Chan 124 236° 3.4 NM to Rolla National. 1110/6E. H–5D, L–16G

RCO 122.1R 117.7 T (COLUMBIA RADIO)

RCO 122.35 (COLUMBIA RADIO)

WARRENSBURG

SKYHAVEN (RCM) 3 NW UTC−6(−5DT) N38°47.05′ W93°48.17′ KANSAS CITY

798 B S2 **FUEL** 100LL, JET A NOTAM FILE COU L–27A

RWY 18–36: H4206X75 (ASPH) S–21, D–26 MIRL IAP

RWY 18: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Trees. Rgt tfc.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Tree.

RWY 13–31: H2801X60 (ASPH) S–12.5 0.4% up NW MIRL

RWY 13: REIL. Trees. Rgt tfc. **RWY 31:** REIL. Road.

AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1400–0000Z‡. Self svc fuel avbl with credit cards only. Glider operations at arpt. Wildlife on and invof arpt. Calm wind Rwy 36. South 100′ of apron and exit ramp located 1250′ N of Rwy 36 thld has same pavement strength as Rwy 18–36, remainder of apron not full strength. Limited sight distance fm Rwy 13 thld area to Rwy 18 thld and from Rwy 18 thld to Rwy 31 thld area. ACTIVATE MIRL Rwy 13–31 and Rwy 18–36, PAPI Rwy 18, REIL Rwy 18, Rwy 36, Rwy 13, Rwy 31—CTAF. PAPI Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.575 (660) 422–7010.

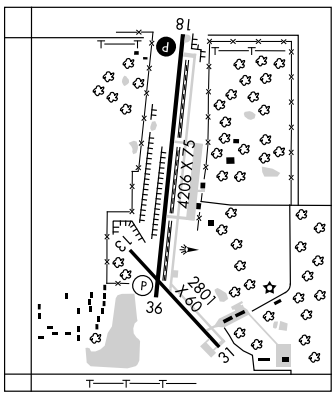
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575

Ⓡ **WHITEMAN DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 134° 24.1 NM to fld. 878/7E



WAAS	APP CRS	Rwy Idg	4206
CH 45803	181°	TDZE	797
W18A		Apt Elev	798

RNAV (GPS) RWY 18

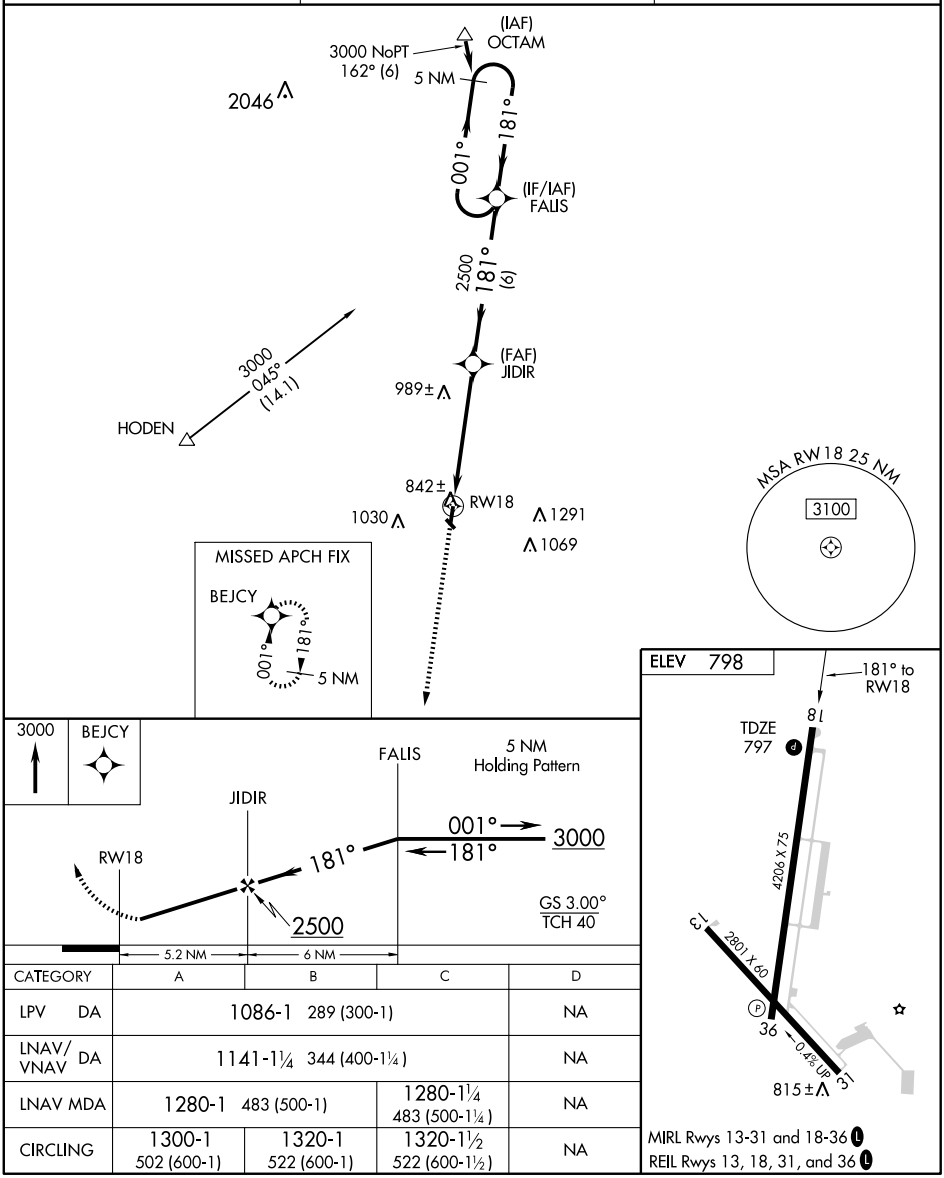
WARRENSBURG/ SKYHAVEN (RCM)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

NA

MISSED APPROACH: Climb to 3000 direct BEJCY and hold

AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/ VNAV DA	1141-1¼ 344 (400-1¼)			NA
LNAV MDA	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 13, 18, 31, and 36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS	APP CRS	Rwy Idg	4206
CH 65903	001°	TDZE	797
W36A		Apt Elev	798

RNAV (GPS) RWY 36

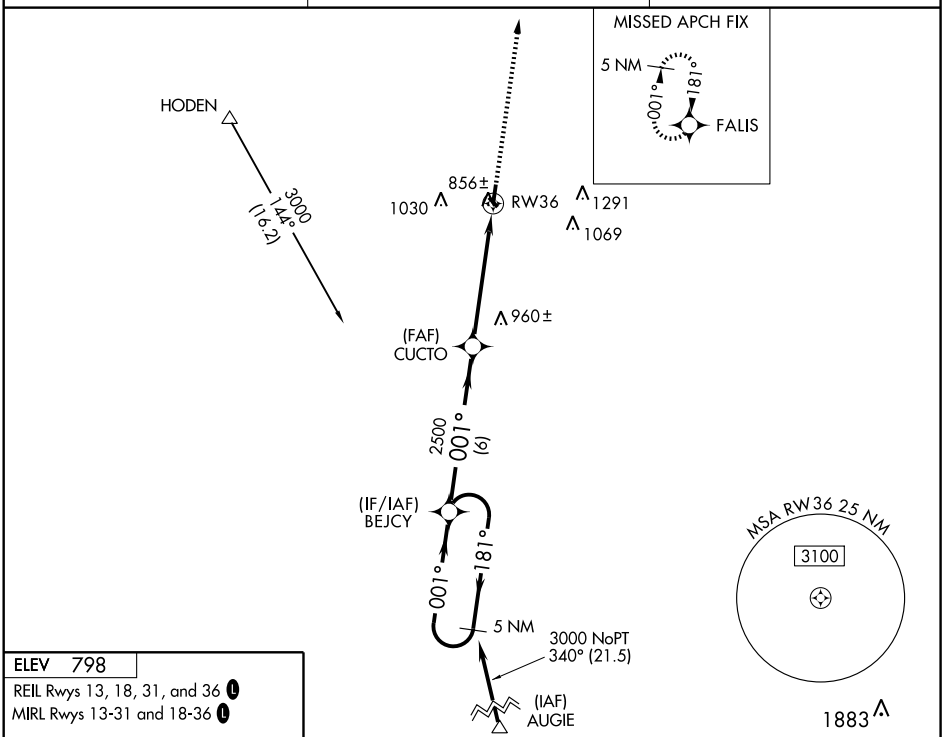
WARRENSBURG/SKYHAVEN (RCM)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

NA

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

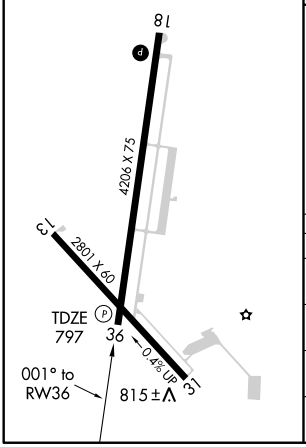
AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L

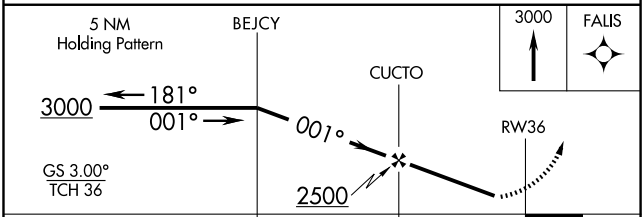


ELEV 798

REIL Rwys 13, 18, 31, and 36 L

MIRL Rwys 13-31 and 18-36 L





CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1197-1½ 400 (400-1½)			NA
LNAV MDA	1260-1 463 (500-1)		1260-1¼ 463 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC ANX 114.0 Chan 87	APP CRS 134°	Rwy Idg N/A TDZE N/A Apt Elev 798

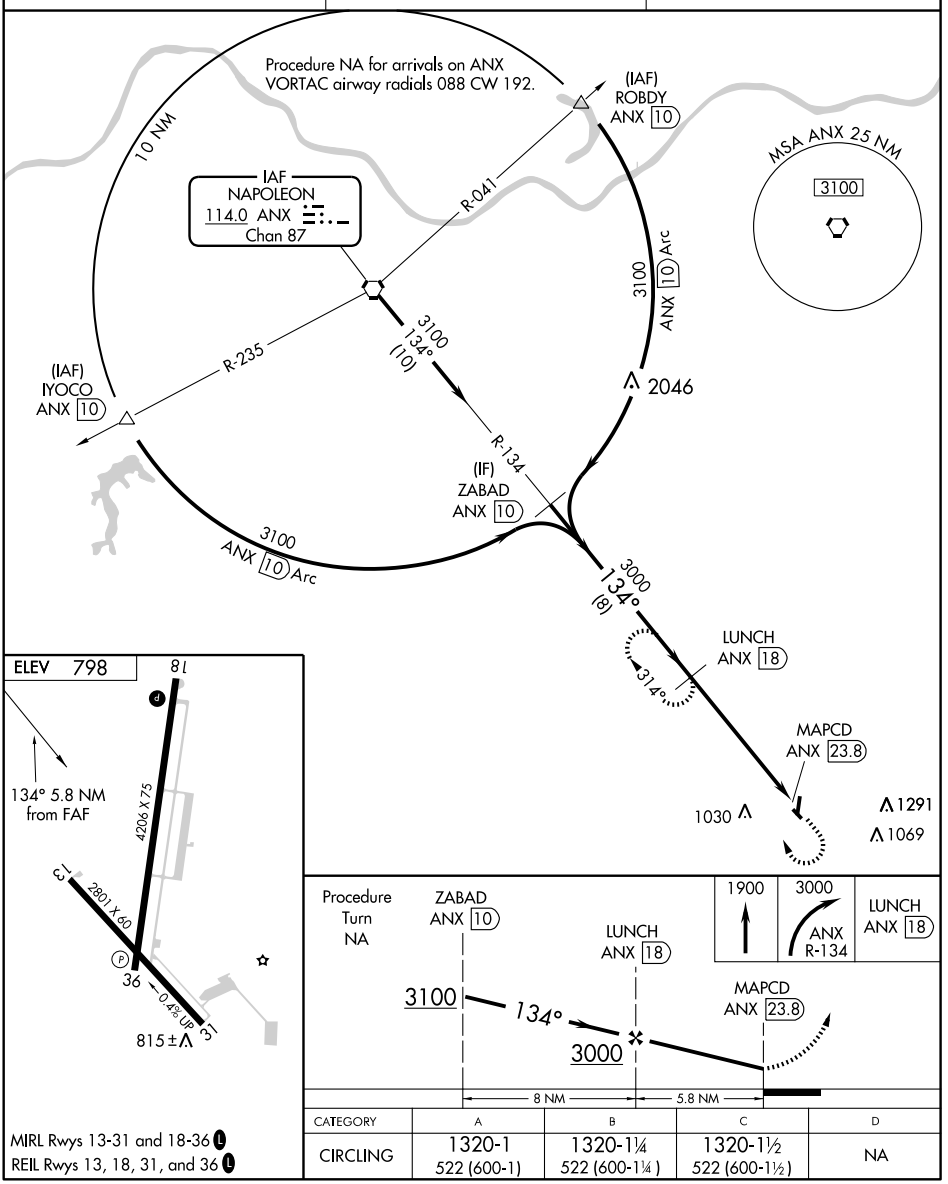
VOR/DME-A

WARRENSBURG/SKYHAVEN (RCM)

▼ ▲ NA — Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1320-1 522 (600-1)	1320-1¼ 522 (600-1¼)	1320-1½ 522 (600-1½)	NA

MIRL Rwys 13-31 and 18-36 L
REIL Rwys 13, 18, 31, and 36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

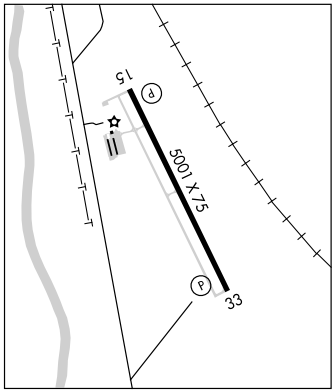
WARSAW

HARRY S TRUMAN DAM AND RESERVOIR SPB (75U) 1E UTC−6(−5DT) KANSAS CITY
N38°13.00′ W93°25.01′
706 NOTAM FILE COU
WATERWAY ALL WAY: 15000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Waterway All Way trees and high ground all quadrants. Waterway ALL WAY ldgs allowed any direction in designated areas only. Seaplane base is located under the Truman C MOA base 500′ AGL. Contact WHITEMAN APP on freq 127.45. Debris on and in vicinity of lake during floodings. No buoys showing ldg area. Remain 1000′ clear of dam or any bridge. Call for ice conditions in winter months.
COMMUNICATIONS: CTAF 122.9

WARSAW MUNI (RAW) 6 N UTC(−5DT) N38°20.81′ W93°20.73′ KANSAS CITY L–27A
936 B **FUEL** 100LL NOTAM FILE COU
RWY 18–36: H3300X60 (CONC) D–12.5 MIRL
AIRPORT REMARKS: Unattended. Fuel avbl 24 hr self serve. Wildlife on and invof arpt. Pavement edge drop–offs along the north edge of the twy serving the apron exceed 6″ in various locations. ACTIVATE MIRL Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (660) 547–3761.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 293° 39.7 NM to fld. 910/5E.

WASHINGTON CO (See POTOSI)

WASHINGTON RGNL (FYG) (KFYG) 3 N UTC−6(−5DT) N38°35.26′ W90°59.63′ ST LOUIS H–5D, L–27B IAP
488 B S2 **FUEL** 100LL NOTAM FILE STL
RWY 15–33: H5001X75 (CONC) S–30 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees. Rgt tfc.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1400–2300Z‡, Apr–Oct 1400–0000Z‡. Wildlife on and invof of arpt. Power plant maintenance on limited basis. MIRL Rwy 15–33 preset on medium intensity dusk to 0600Z‡, to increase intensity and ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 121.325 (636) 433–5914.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ST LOUIS APP/DEP CON** 126.5
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 184° 6.5 NM to fld. 818/5E.



WAYNESVILLE–ST. ROBERT RGNL FORNEY FLD (See FORT LEONARD WOOD)

RNAV (GPS) RWY 15

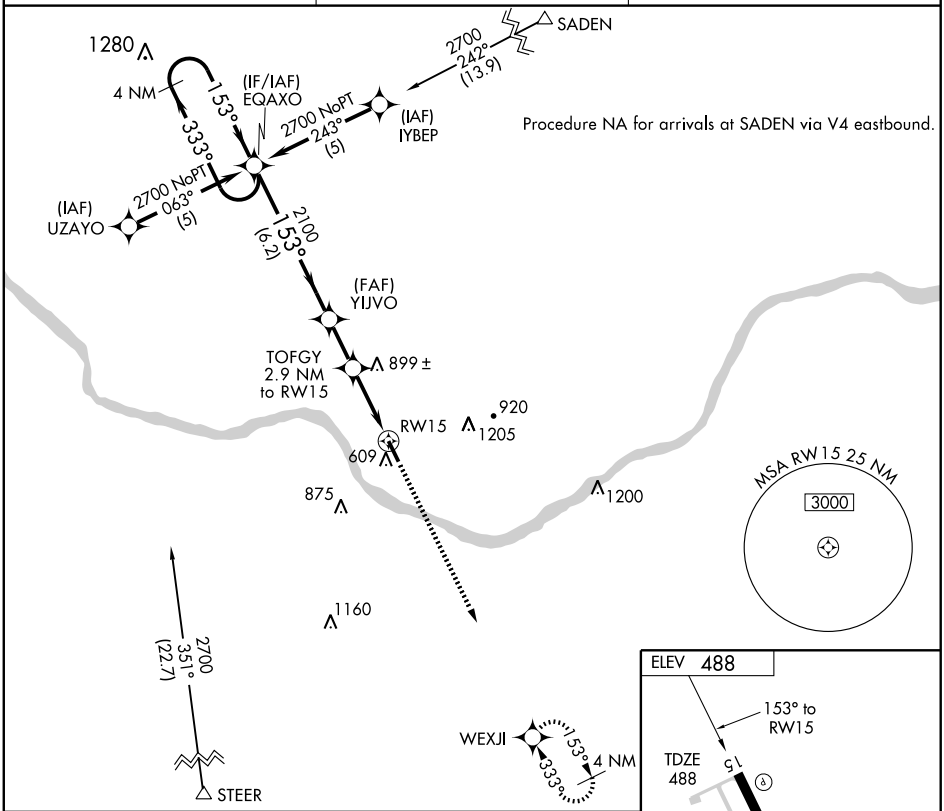
WASHINGTON RGNL (FYG)

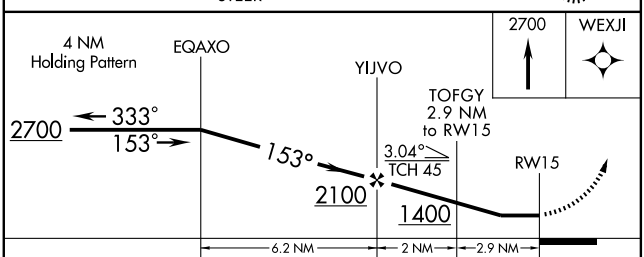
APP CRS	Rwy Idg	5001
153°	TDZE	488
	Apt Elev	488

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

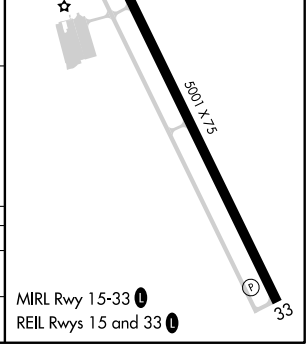
MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1	672 (700-1)	1160-2 672 (700-2)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

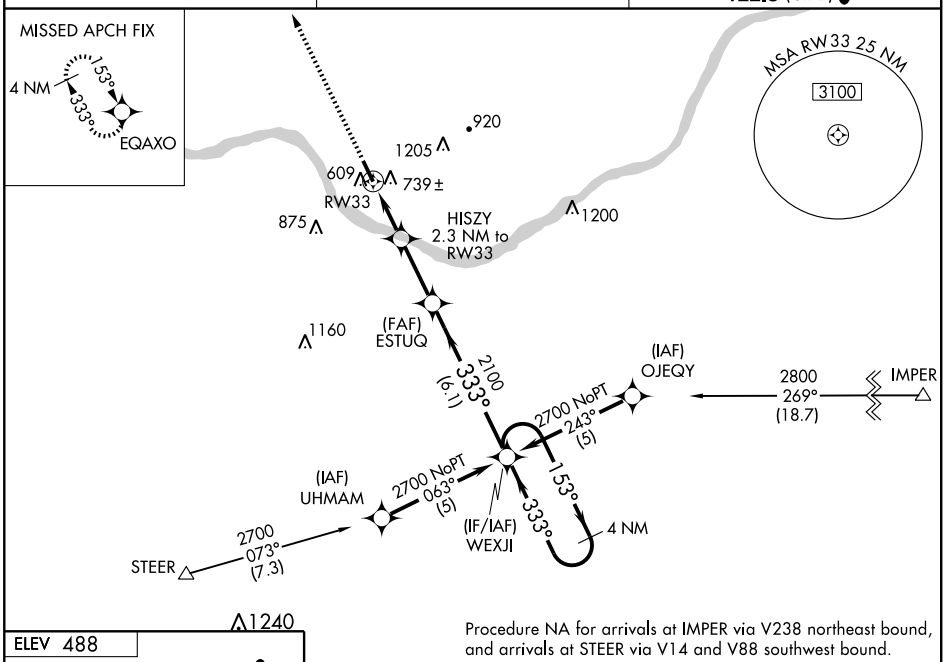
WAAS	APP CRS	Rwy Idg	5001
CH 45715	333°	TDZE	486
W33A		Apt Elev	488

RNAV (GPS) RWY 33
WASHINGTON RGNL (FYG)

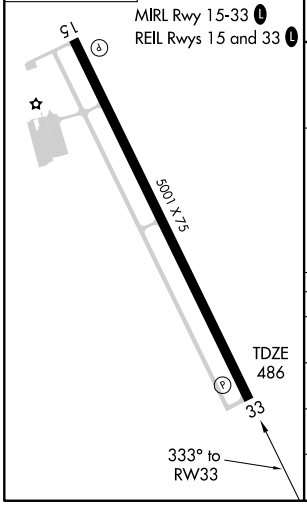
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

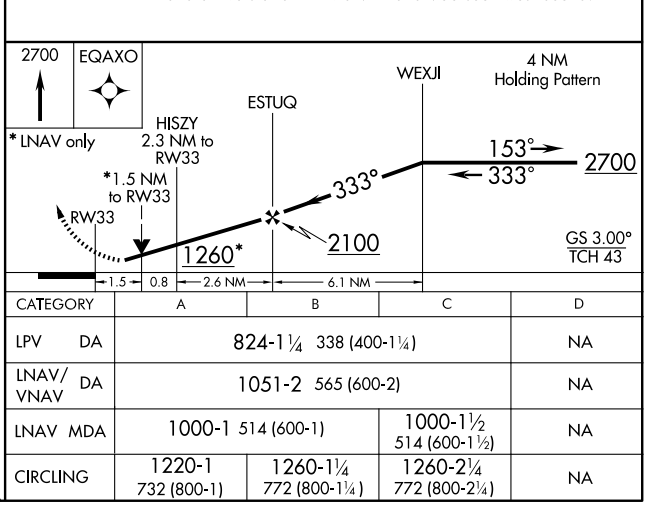
MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L



Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.





CATEGORY	A	B	C	D
LPV DA	824-1¼ 338 (400-1¼)			NA
LNAV/VNAV DA	1051-2 565 (600-2)			NA
LNAV MDA	1000-1 514 (600-1)		1000-1½ 514 (600-1½)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC FTZ	APP CRS	Rwy Idg	N/A
110.8	184°	TDZE	N/A
Chan 45		Apt Elev	488

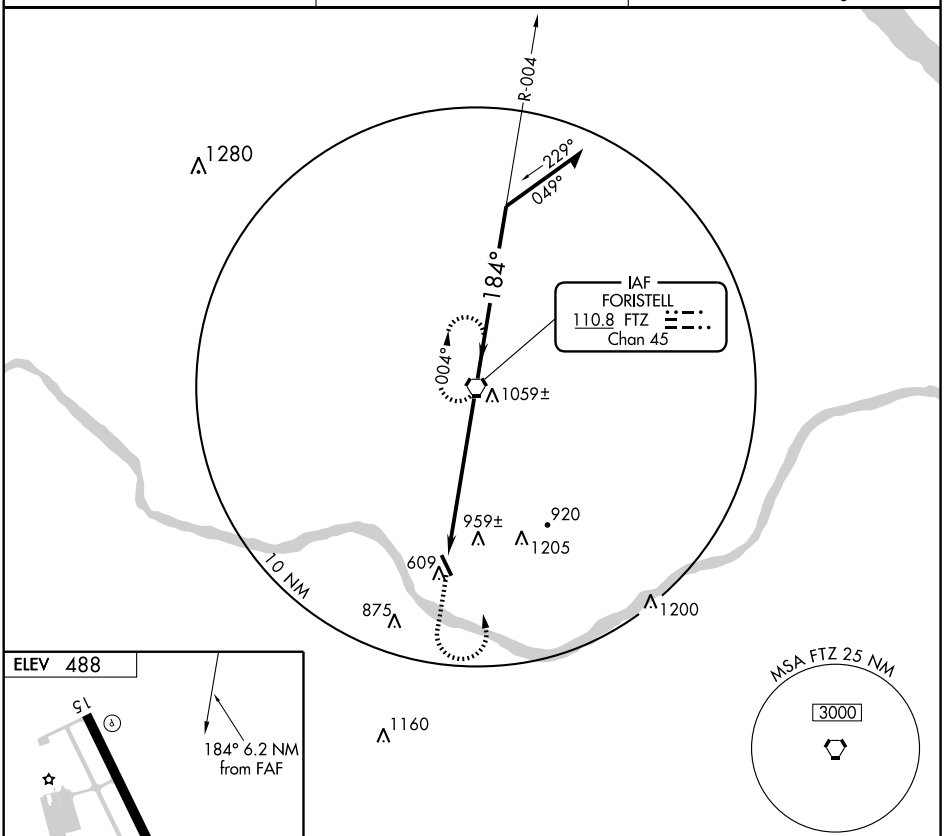
VOR-A

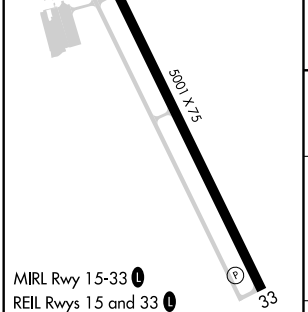
WASHINGTON RGNL (FYG)

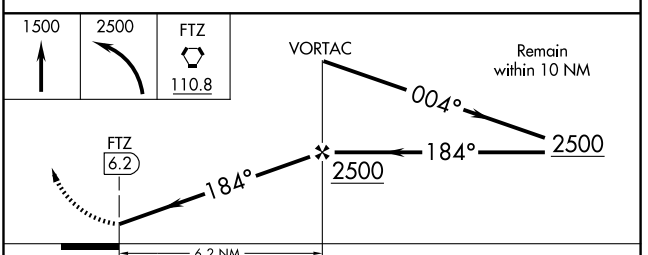
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L







FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

CATEGORY	A	B	C	D
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

WEST PLAINS MUNI (UNO) 10 NW UTC−6(−5DT) N36°52.71′ W91°54.16′

KANSAS CITY
H–6J, L–16G
IAP

1228 B **FUEL** 100LL, JET A NOTAM FILE UNO

RWY 18–36: H5102X75 (ASPH) S–30, D–39 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1400–2300Z‡. For attendant after 2300Z‡ call 417–257–1539 or 417–256–3865. Helicopter ops and training on and invof arpt. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and 36 after 0400Z‡—CTAF.

WEATHER DATA SOURCES: ASOS 123.825 (417) 257–1313.

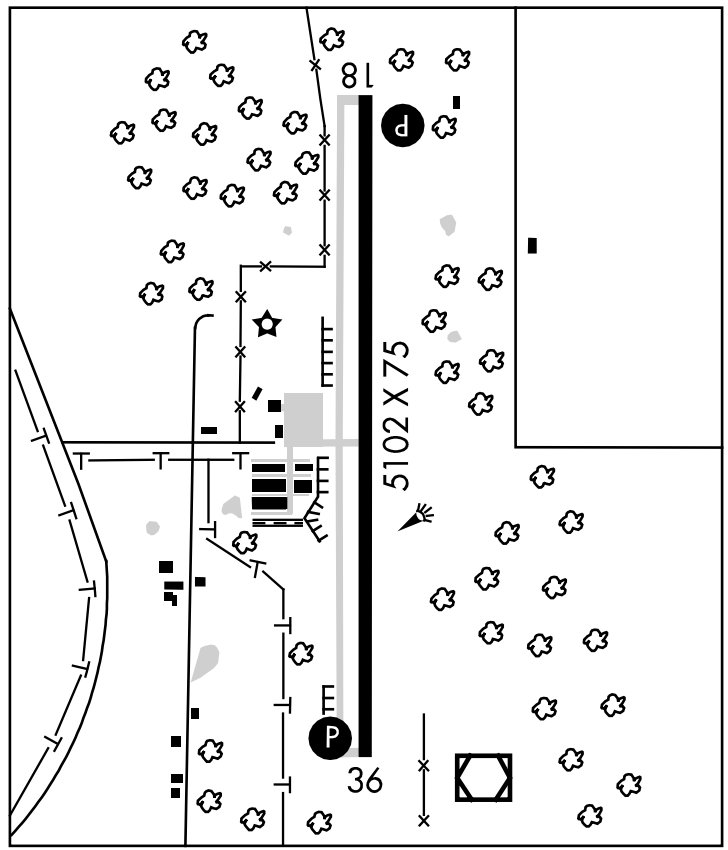
COMMUNICATIONS: CTAF/UNICOM 122.8.

RCO 122.15 (COLUMBIA RADIO)

MEMPHIS CENTER APP/DEP CON 120.075

RADIO AIDS TO NAVIGATION: NOTAM FILE UNO.

HUTTON (L) VORW/DME 111.6 HUW Chan 53X N36°52.28′ W91°54.00′ at fld. 1220/2E.



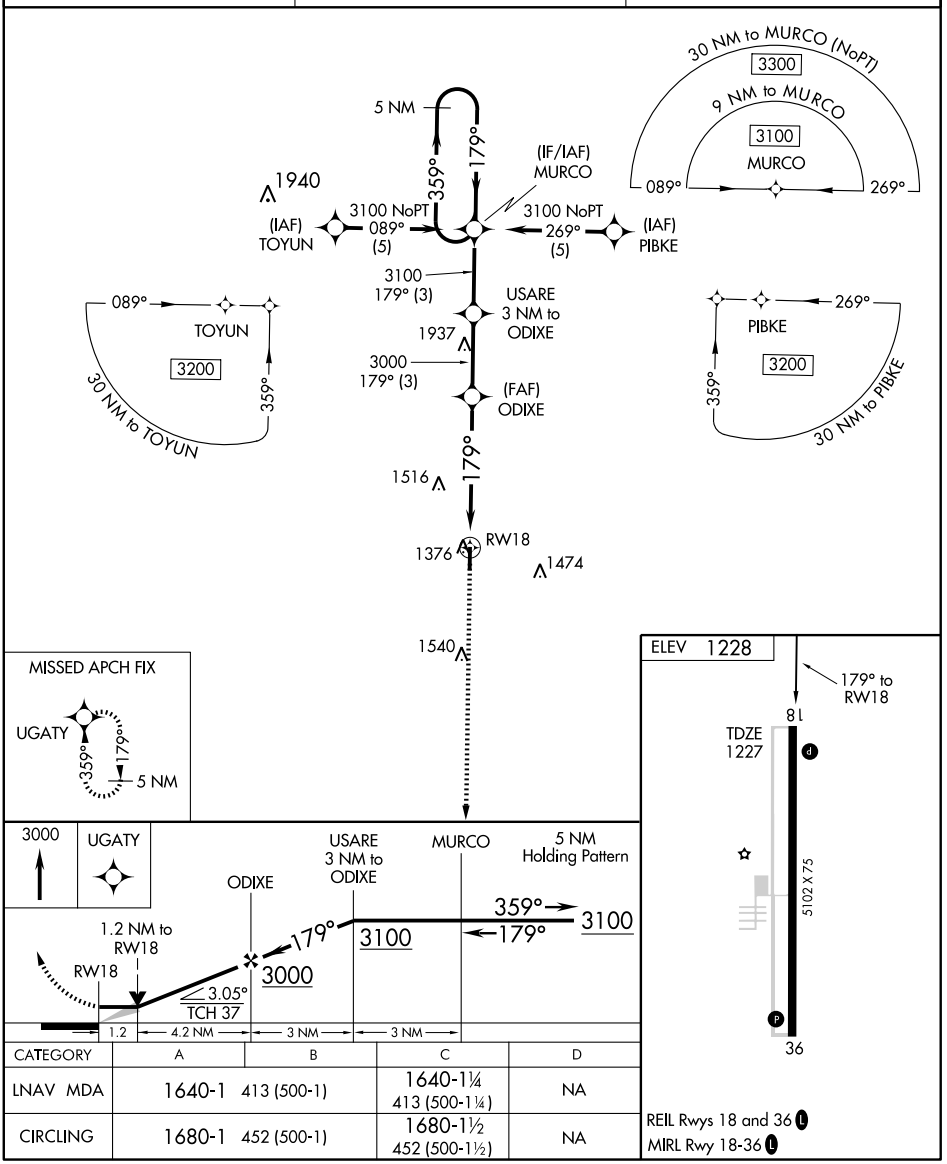
APP CRS	Rwy Idg	5102
179°	TDZE	1227
	Apt Elev	1228

RNAV (GPS) RWY 18
WEST PLAINS MUNI (UNO)

If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	413 (500-1)	1640-1¼ 413 (500-1¼)	NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

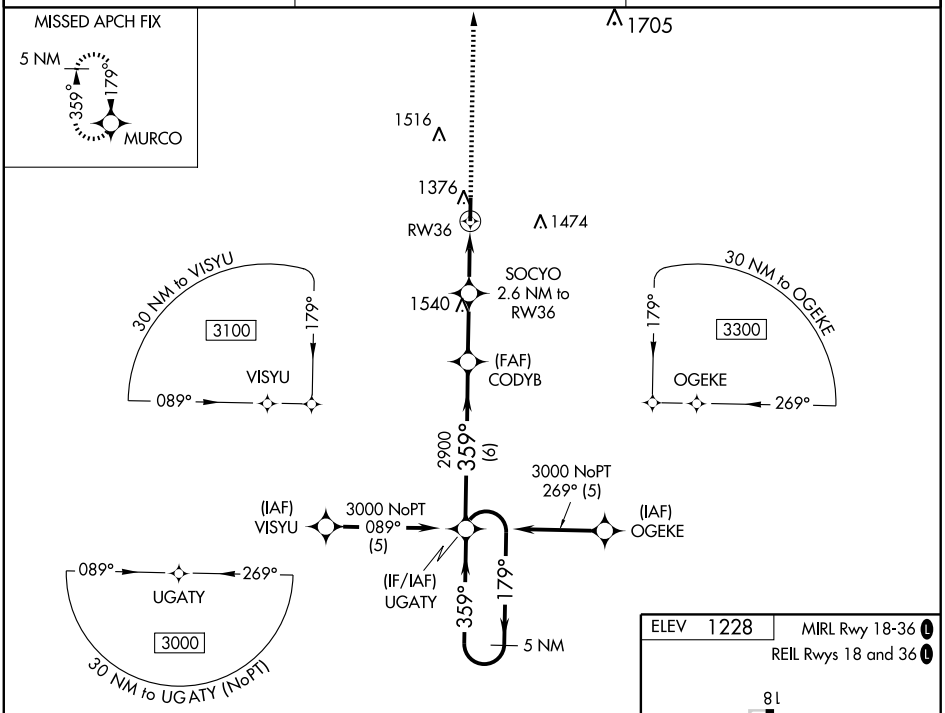
WAAS	APP CRS	Rwy Idg	5102
CH 40202	359°	TDZE	1228
W36A		Apt Elev	1228

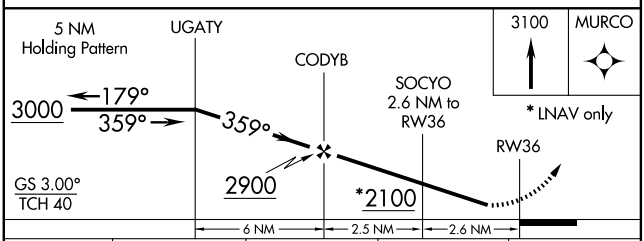
RNAV (GPS) RWY 36
WEST PLAINS MUNI (UNO)

Baro-VNAV NA when using Mountain Home, AR altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct MURCO and hold.

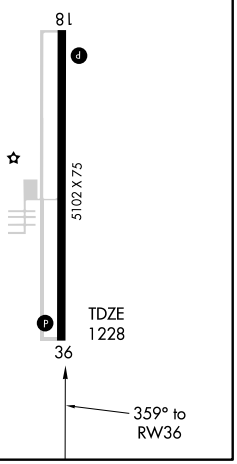
ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1478-1	250 (300-1)		NA
LNAV/VNAV DA	1529-1	301 (400-1)		NA
LNAV MDA	1580-1	352 (400-1)		NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA

ELEV 1228
MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010

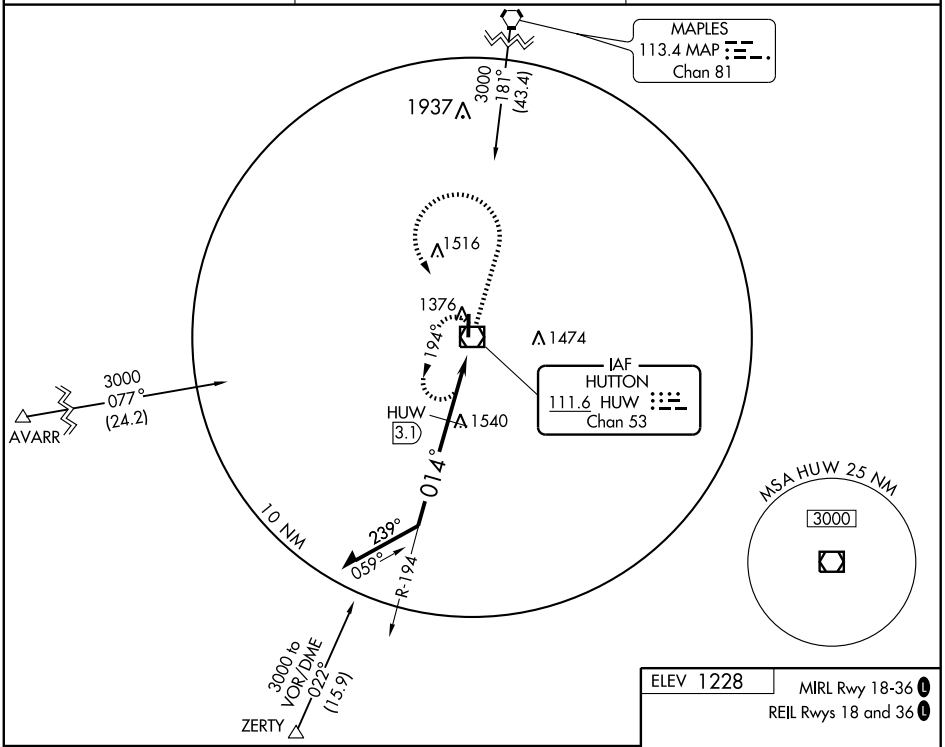
VOR/DME HUW 111.6 Chan 53	APP CRS 014°	Rwy Idg 5102 TDZE 1228 Apt Elev 1228

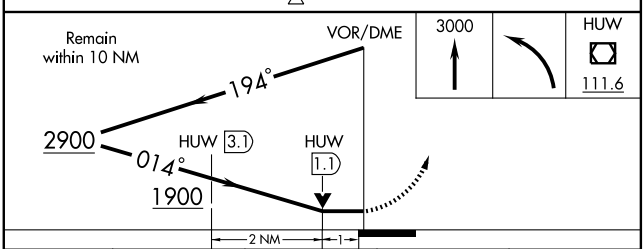
VOR RWY 36
WEST PLAINS MUNI (UNO)

VDP applies to DME minimums only.

MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

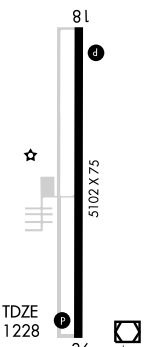
ASOS	MEMPLES CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
CIRCLING	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
DME MINIMUMS				
S-36	1600-1 372 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA

ELEV 1228
MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NC-3, 26 AUG 2010 to 23 SEP 2010
NC-3, 26 AUG 2010 to 23 SEP 2010